The Autocar
OCTOBER 20[illegible] 95

LONDON SHO[illegible] REVIEW

1/-

The Autocar

FOUNDED 1895 LARGEST CIRCULA[illegible]ON

JAGUAR

Stand 157

EARLS COURT



GRACE . . . SPACE . . . PACE

PERFECTION IS NOT OBTAINED THRO' ACCIDENT

THE UNREMITTING EFFORT, THAT
CONVERTS IDEAS, BRILLIANTLY
CONCEIVED, INTO DESIGNS MADE
PRACTICAL BY PATIENT RESEARCH,
MAKES POSSIBLE THE
DEVELOPMENT OF PROTOTYPES
FAR AHEAD OF THE RECOGNISED
STANDARDS OF THE TIMES:
IT IS THE ABILITY TO TRANSFORM
THESE DEVELOPMENTS
INTO PRODUCTION POTENTIAL
THAT HAS ENABLED GIRLING
TO ADVANCE SO MANY FIRSTS
IN THE HISTORY OF BRAKING



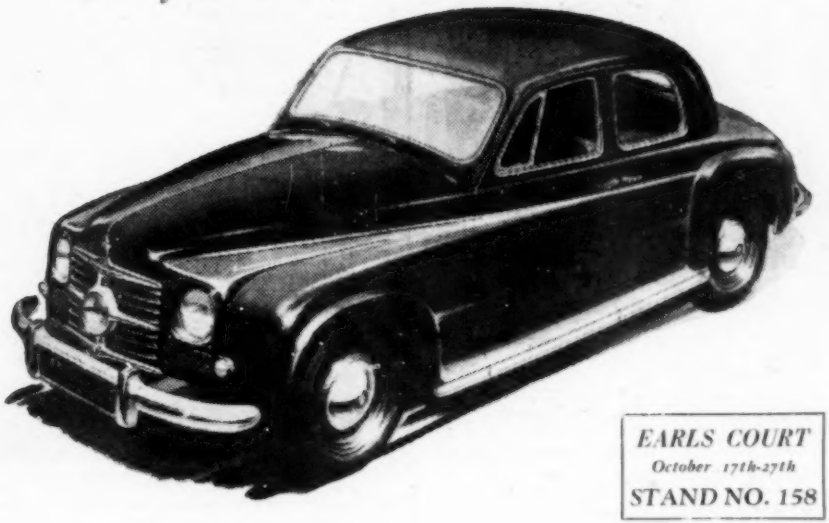
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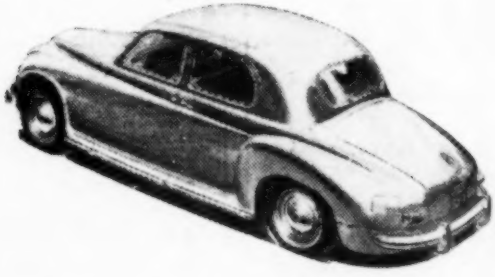
The ROVER Seventy-Five

By appointment to His Majesty The King
Manufacturers of Land-Rovers
The Rover Company Ltd.



EARLS COURT
October 17th-27th
STAND NO. 158

The Rover Seventy-Five anticipates the demands of the motorist who wants something rather special in performance and appearance. It is a good car in every respect, built with a thoughtful attention to detail by craftsmen who take pride in their work. It is a pleasure to ride in, a delight to drive and surprisingly economical in fuel and upkeep.



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HOT AIR BALLOON PRODUCED BY THE BROTHERS JACQUES AND JOSEPH MONTGOLFIER, 1783

Harnessing the Air . .

On November 21st, 1783, the Montgolfier brothers made their first successful ascent with human passengers. Their hot air balloon depended on air pressures for its motive force but their methods of controlling this pressure were both primitive and dangerous. Modern motoring depends for comfort and safety on accurately balanced air pressures in the tyres. A Kismet pump provides a quick and effortless method of adjusting these pressures. The easy, speedy action of a Kismet pump means that tyre inflation is no longer a task to be avoided as long as possible. Five minutes a week is sufficient to make sure of comfort, safety and maximum tyre life.

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Six. LATHES. Sliding, surfacing and screw-cutting Compound slide-rest, set over tail stock. Hollow Mandrill. Complete with set of screw-cutting gears. Carriage extra. Or £7 10 0 deposit and 7 monthly payments of £3 -. £28.10.0 each



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2-piece covers to fit car bucket seats, in Brown or Maroon Stockinette. Under 10 h.p. car per seat 15/-



10 h.p. car per seat 16/6
12 h.p. and over 20/-
REAR SEAT COVERS. Small 28/- Large 32/- Post 1/-.

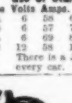
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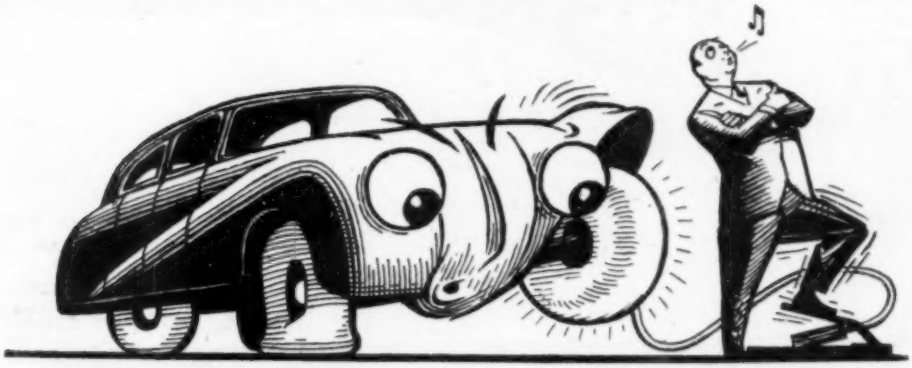
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Miles-Per-Tyre figures drop, costs climb when tyre-pressures waver. Under-inflation leads to over-flexing, fabric ruptures, early failure. Over-inflation causes rapid tread wear, bruises, eventual casing fractures. Check pressures regularly, you'll see a difference in M.P.T.

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Your cost per mile depends on what tyres you buy as well as how you use them. You'll find it pays to run on Henley Tyres. They cost no more, but Henley's *Incentive* method builds a *plus* into every Henley Tyre — the care and craftsmanship that bring you a bonus in M.P.T.

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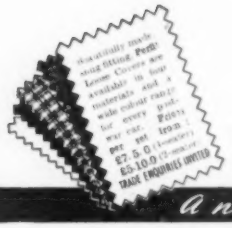
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RADIATOR MUFFETTES
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MOTOR EXHIBITION
Earls Court 17-27 Oct., 1951
STAND 87
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The Jowett Jupiter at Le Mans, 1950

The Jowett Javelin at Spa, 1949



Why race?

It takes courage for a car manufacturer to go in for big international competitions.

It's a risk, a costly venture, something he's not called on to do.

And yet . . . we've entered for those strenuous rallies and big races with both the Javelin and the Jupiter.

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The Javelin is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have one in your hands—real family comfort—30 m.p.g. economy—and performance.

Top speed, electrically timed 80 m.p.h. Acceleration 0-60 m.p.h. in 22.4 seconds ("The Autocar" Road Test, 1951). Horizontally opposed flat-four 50 B.H.P. Engine.

1½ litre
JOWETT JAVELIN

take a good look when it passes you

Jowett Cars Limited *Idle, Bradford, Yorks.*

1951 IS JOWETT JUBILEE YEAR

MAJOR JAVELIN & JUPITER SUCCESSES

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1st & 3rd—1949 Monte Carlo Rally—1½ Litre Class
1st—Austrian Touring Club Winter Trial—2 Litre Class
1st—Rheineck/Walzenhausen Hill Climb—1½ Litre Class Touring
1st—24 Hour Belgian Grand Prix, Spa—2 Litre Touring Class

1950
1st—Rallye des Neiges—(General Classification and 1½ Litre Class)
1st—Vues Jes Alpes Hill Climb—1½ Litre Class Experts

1951
1st—Swedish Winter Trial—General Classification

JUPITER 1950
1st—Le Mans 24 Hour Grand Prix d'Endurance—1½ Litre Class

1951
1st & 2nd—Monte Carlo Rally—1½ Litre Class
1st—Lisbon Rally—General Classification and 1½ Litre Class
1st—Bremgarten Sports Car Race—1½ Litre Class
1st—Rheineck Walzenhausen Hill Climb—1½ Litre Class
1st—Le Mans 24 Hour Grand Prix d'Endurance—1½ Litre Class
1st & 2nd—R.A.C. Tourist Trophy Race—1½ litre Class
1st—Watkins Glen Meeting—1½ litre race

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The words are Synonymous

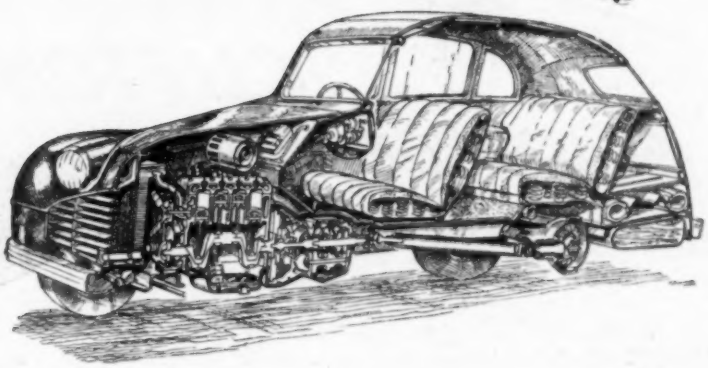
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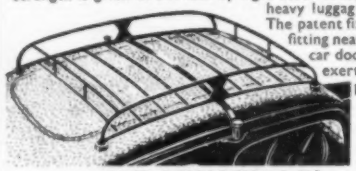
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STAND No. 284 EARLS COURT

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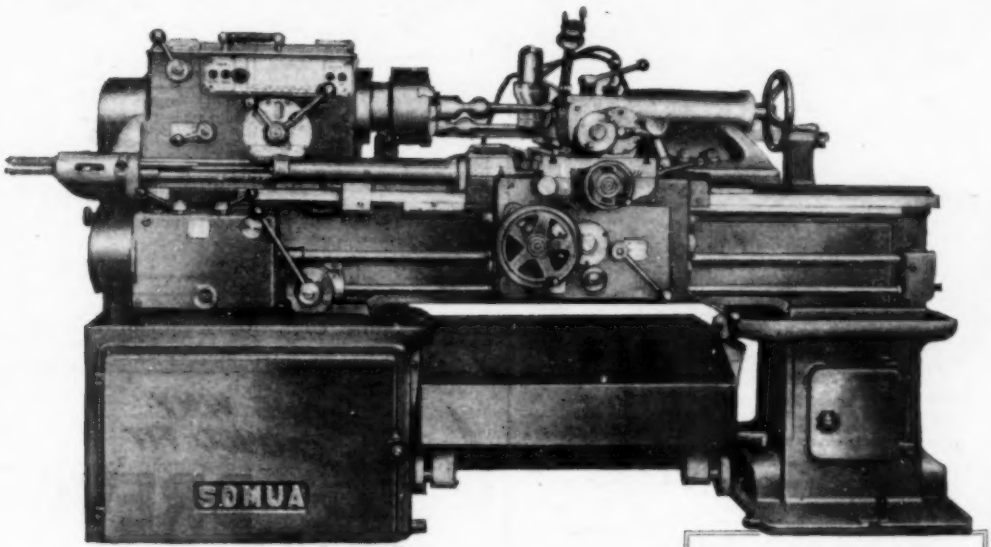
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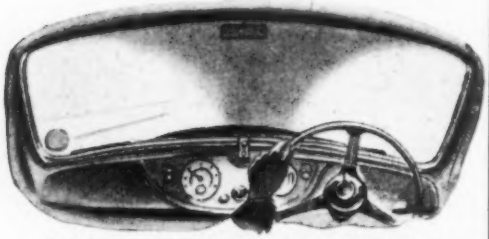
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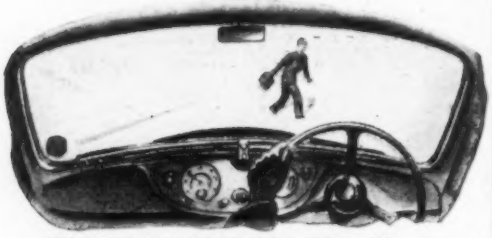
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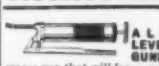
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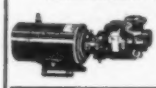
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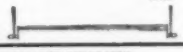
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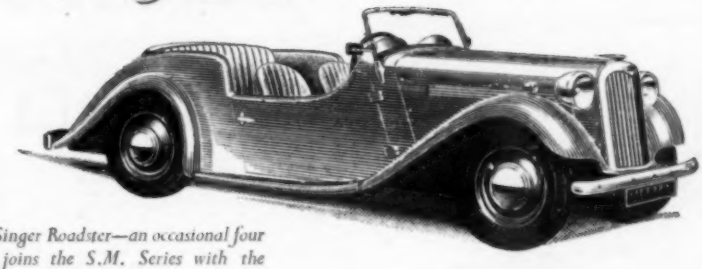
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Price (less bulb) but with 12 ft. cable - - 17/6

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EARLS COURT
STAND 529

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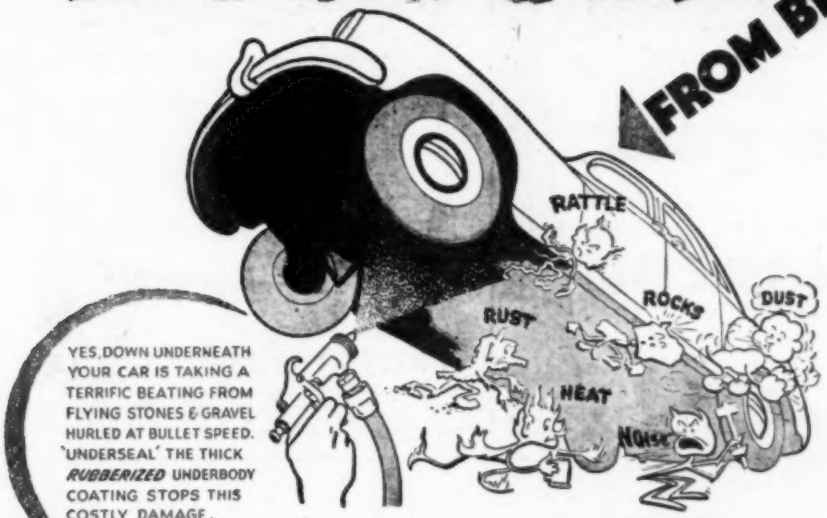
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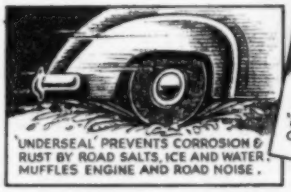
YOUR CAR IS BEING WRECKED FROM BELOW



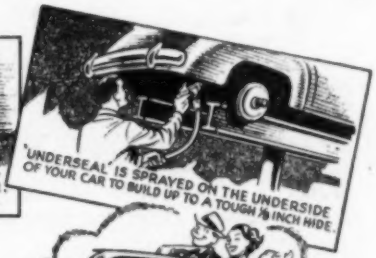
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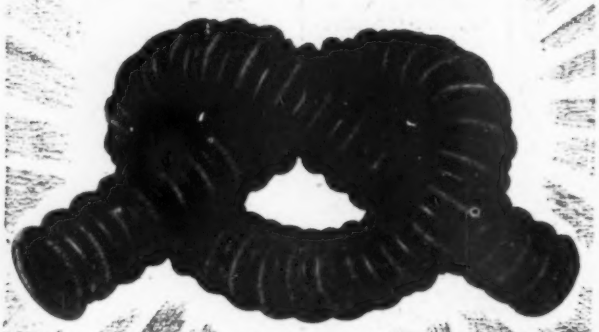
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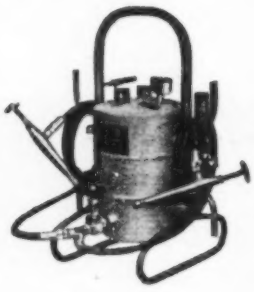
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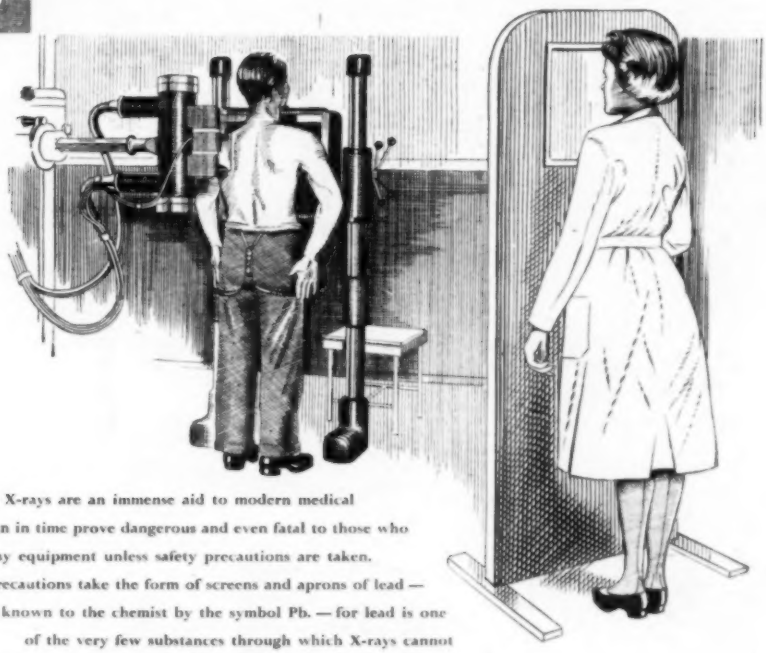
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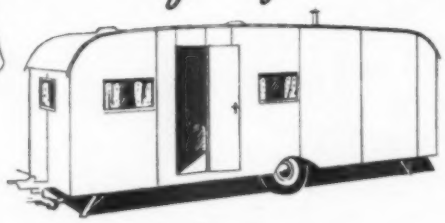
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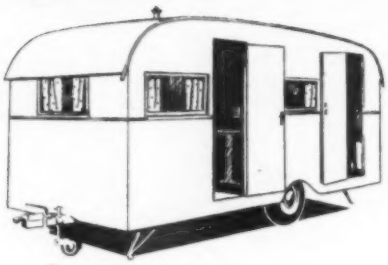
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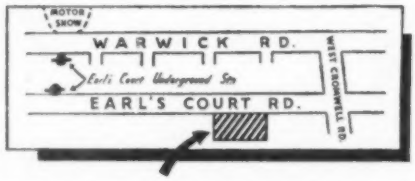
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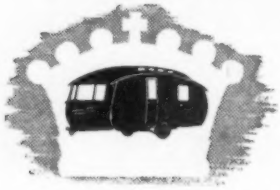
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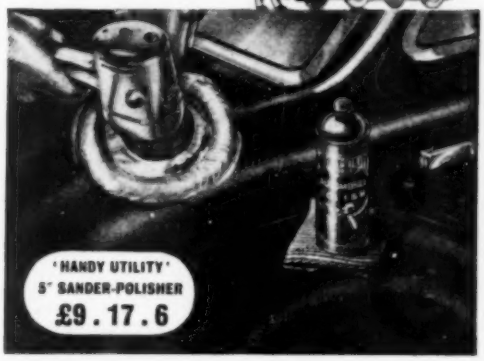
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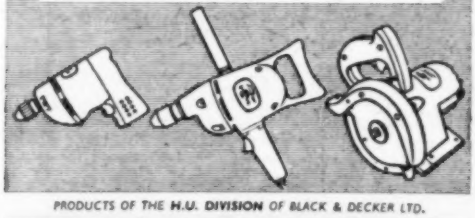
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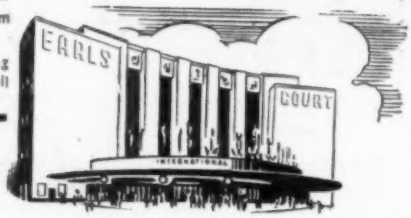
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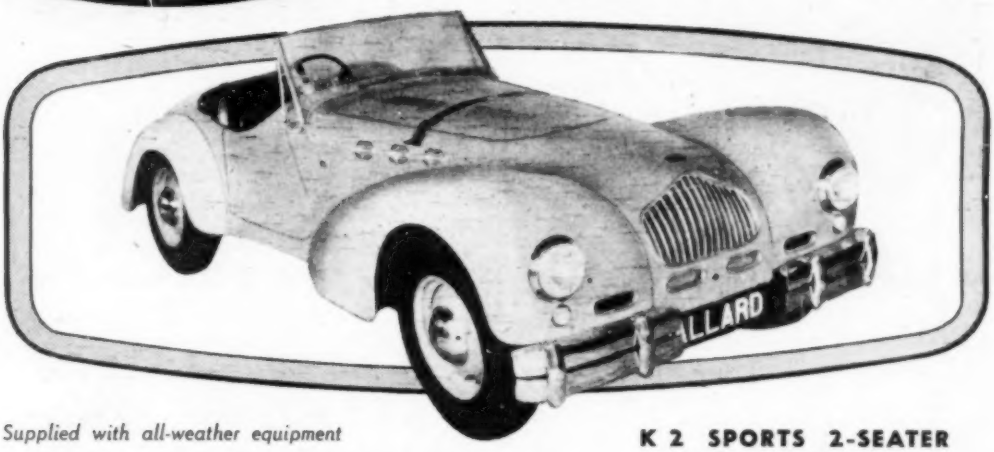
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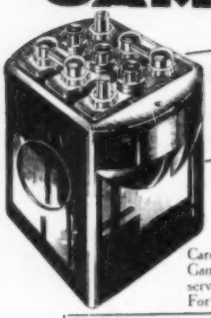
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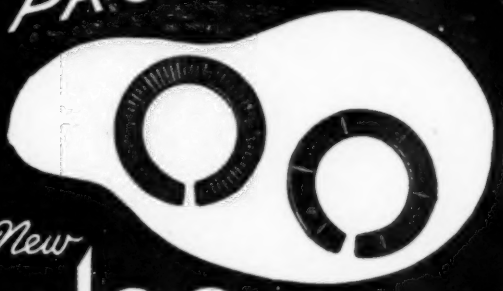
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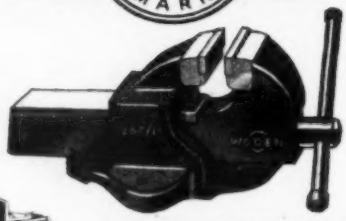
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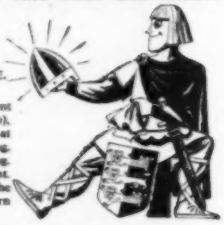
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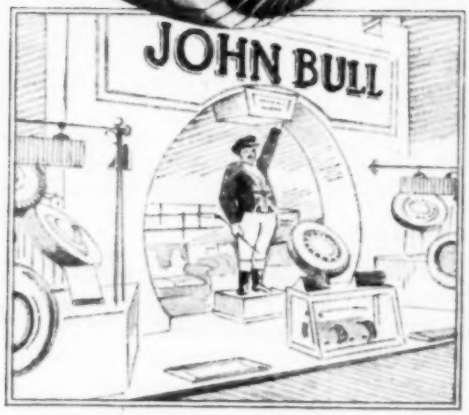
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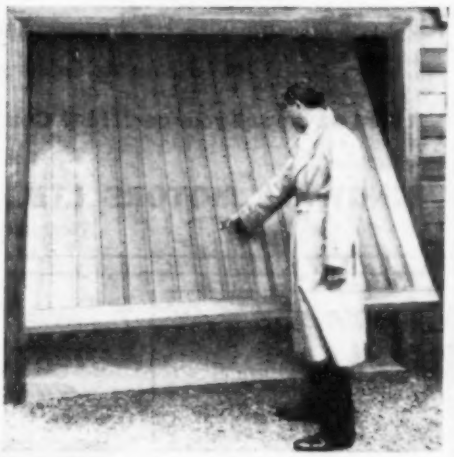
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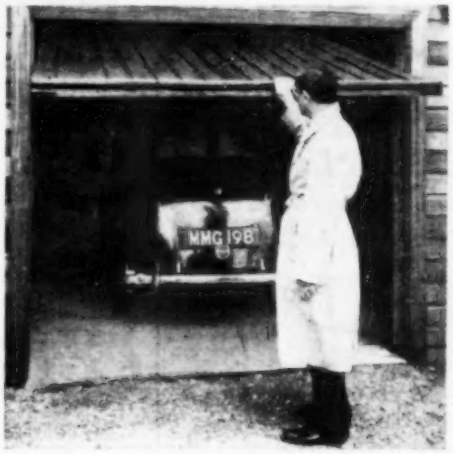
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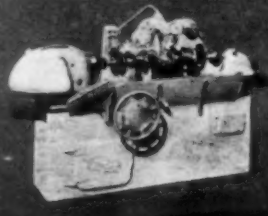
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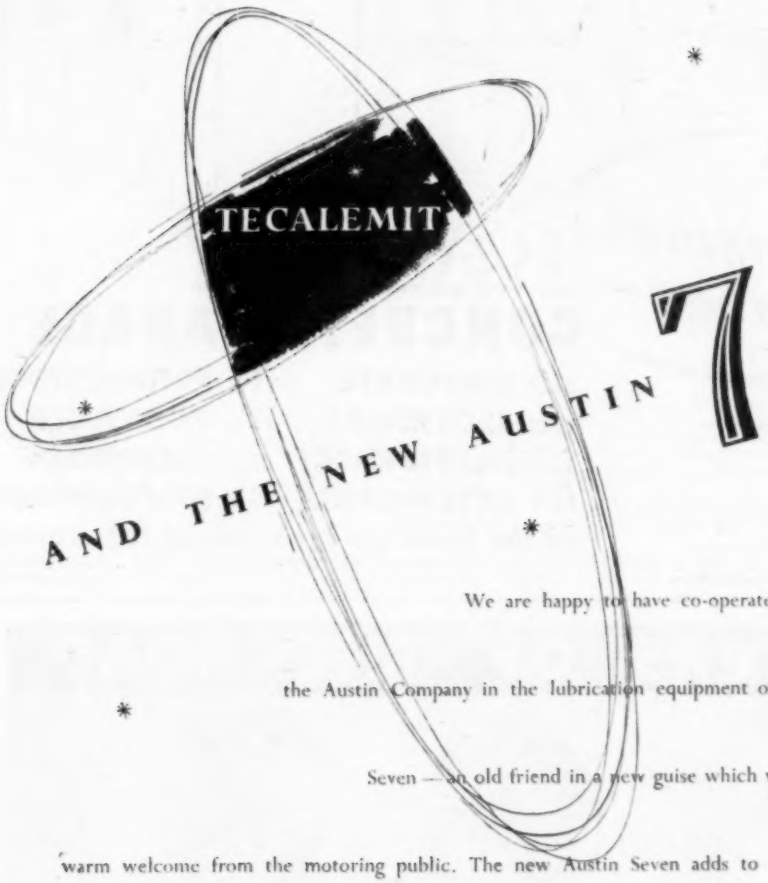
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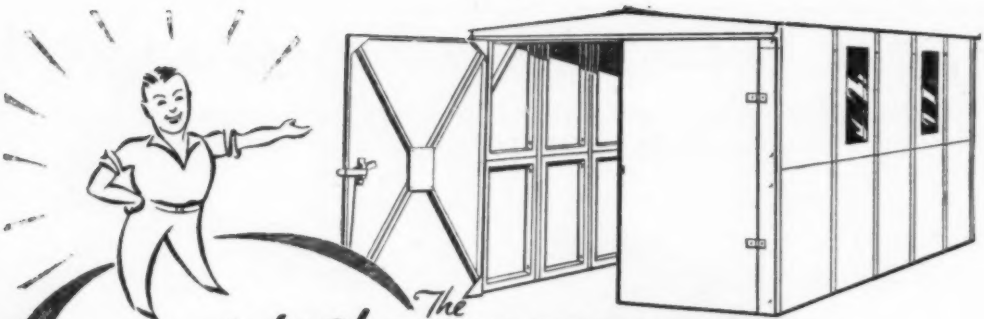


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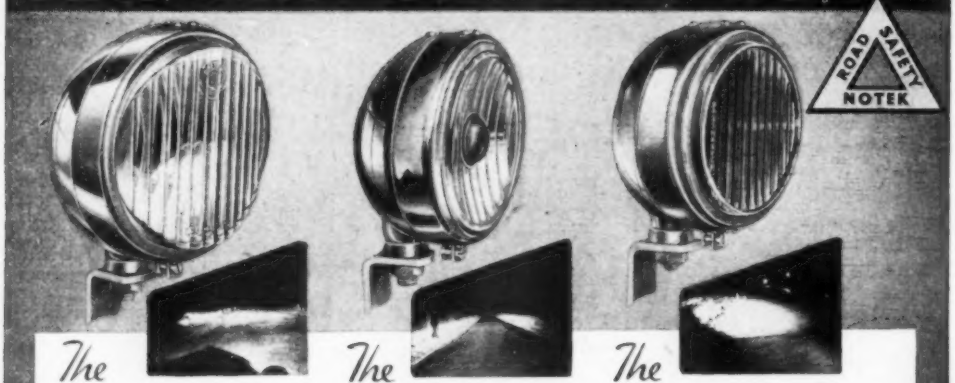
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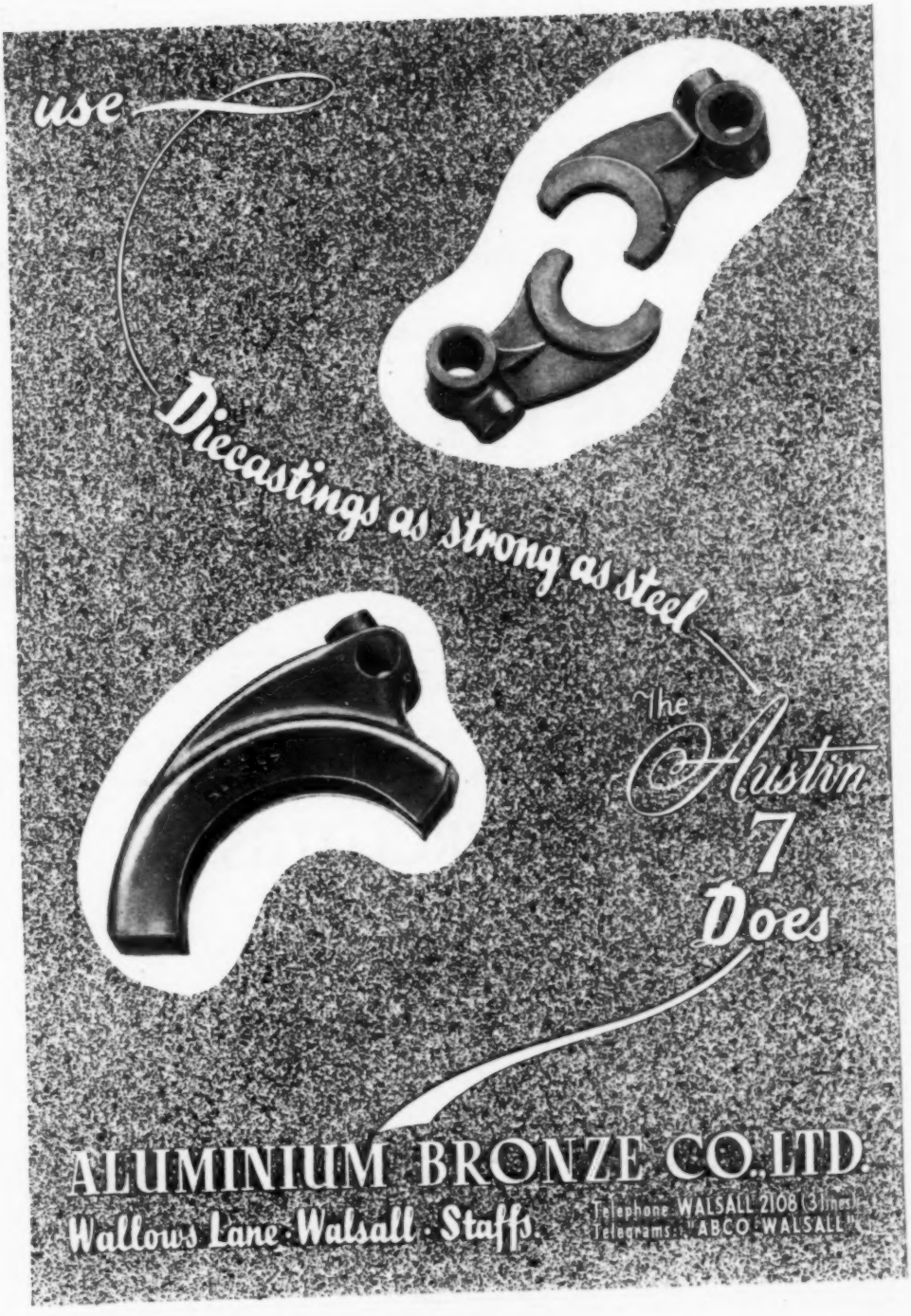


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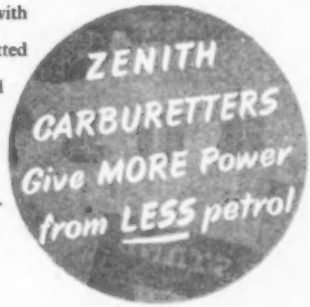
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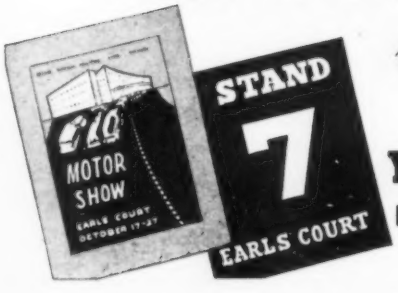
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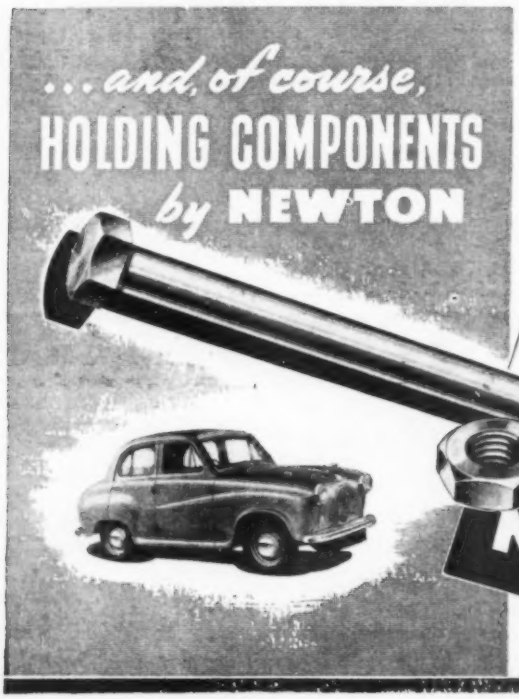
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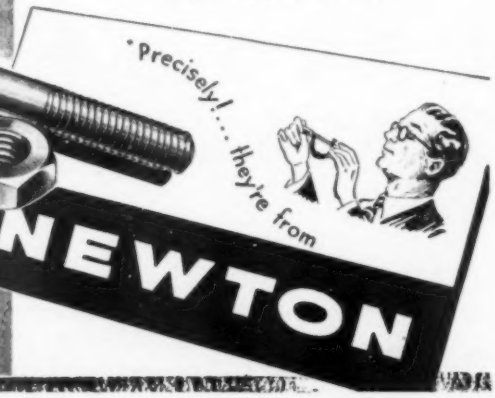
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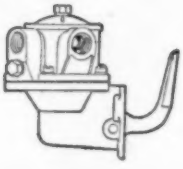
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Austin engineers have always realised the importance of effective oil filtration so as to protect engine moving parts from all injurious foreign matter, including gum, a common cause of such trouble as sticking valves and piston rings.

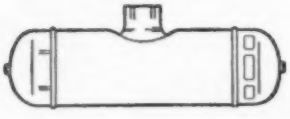
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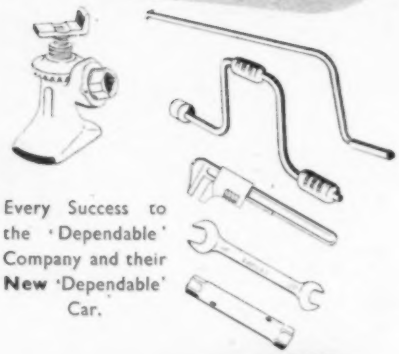
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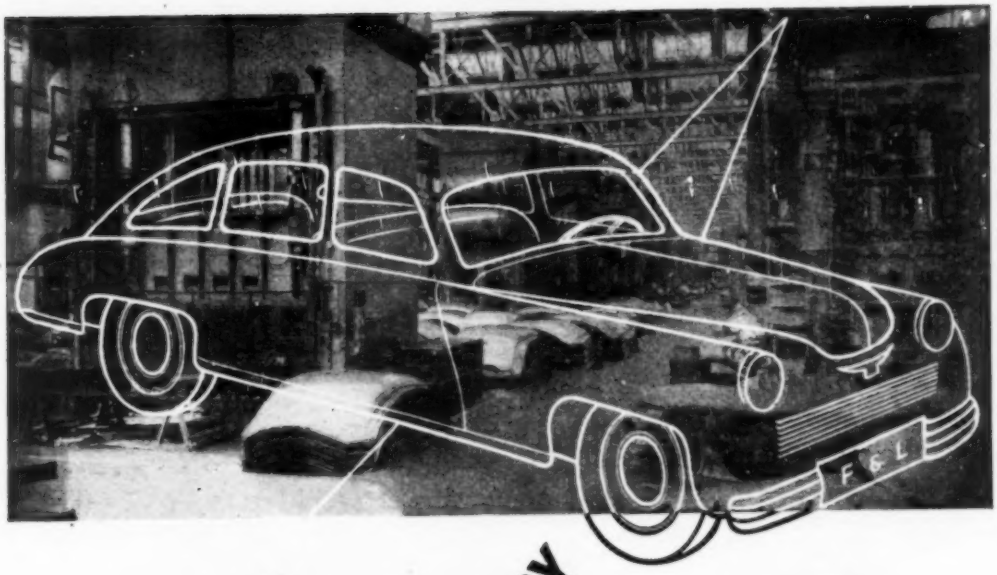
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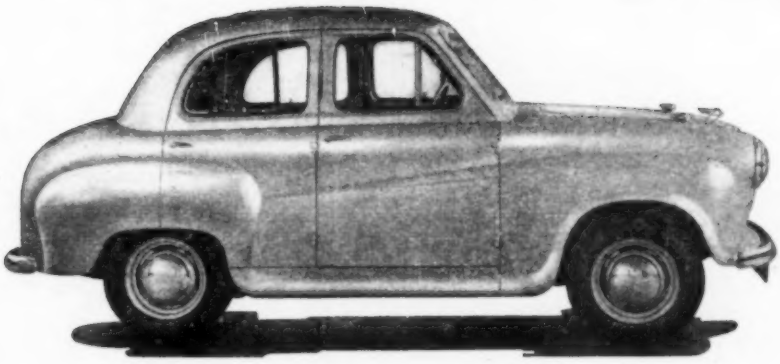
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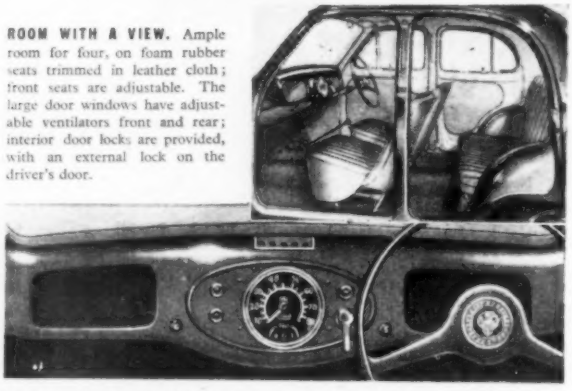
'If only Austin would make a Seven again,' people kept saying. 'Nothing could touch it pre-war . . . low-priced, roomy and keeps going for ever.'

Now the new Seven is here. And it's the greatest event in post-war motoring.

Its performance is startling — speed in excess of 60 m.p.h., petrol consumption up to 50 m.p.g. And look at the room . . . the styling . . . the refinements.

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30 b.h.p. 4-cylinder O.H.V. engine! Independent front suspension! Four rear-opening doors! Ample room for four with luggage!



ROOM WITH A VIEW. Ample room for four, on foam rubber seats trimmed in leather cloth; front seats are adjustable. The large door windows have adjustable ventilators front and rear; interior door locks are provided, with an external lock on the driver's door.

GOOD DRIVING MADE EASY. The pleasing, distinctive fascia has everything ready to hand — and eye. It is finished in body colour and has a glove compartment for both driver and passenger. The instruments are well placed and easy to read and under the steering wheel is a finger-tip control for head, side and tail lamps, dipper and horn.



MOST ACCOMMODATING. The capacious rear compartment carries the spare wheel and additionally provides generous luggage room.

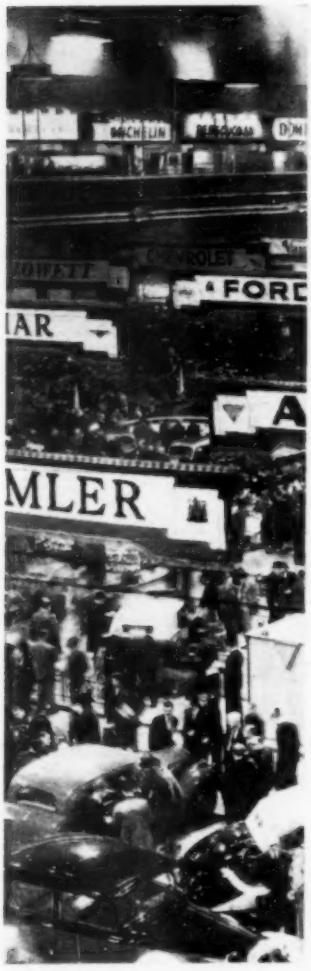
AUSTIN — you can depend on it!

The Autocar

LONDON SHOW REVIEW

No. 2917 FRIDAY, OCTOBER 26, 1951 Vol. XCVI

Editor: H. S. LINFIELD. *Midland Editor:* A. G. DOUGLAS CLEASE, B.Sc., A.M.I.Mech.E. *Consulting and Technical Editor:* MONTAGUE TOMBS. *Assistant Editor:* MICHAEL BROWN. *Editorial, Advertising and Publishing Offices:* DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1. *Telegrams:* Autocars, Sedist, London. *Telephone:* Waterloo 3333 (60 lines). BRANCH OFFICES at COVENTRY, BIRMINGHAM, MANCHESTER and GLASGOW. ANNUAL SUBSCRIPTION: *Home and Overseas, £3 3s 0d. Canada and U.S.A.:* $10. *(At present subscriptions can be accepted only for overseas.)*



SHOWTIME REVIEW

THE President's speech at the annual Show banquet of the Society of Motor Manufacturers and Traders is customarily a review of the industry's immediate past and future, and as such is of wide interest. Those who have studied Mr. G. E. Beharrell's speech at this year's banquet, held on October 16—it is summarized on page 1372—will recognize many arguments that have been put forward on this page in the past year, and will appreciate their endorsement from such an authoritative source.

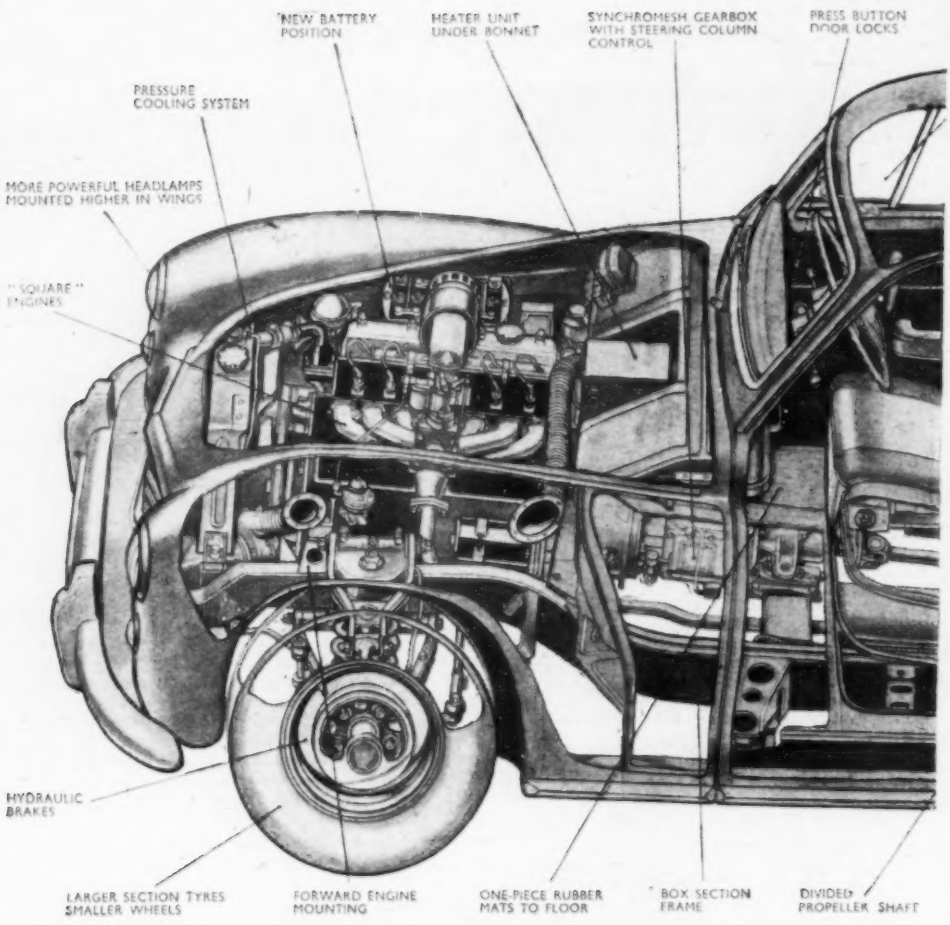
The contemporary position of the aspiring motorist in this country was put in a financial nutshell. Before the war, said the President, a reasonable income on which to run a car was £450 a year; in modern conditions, it must be about £1,250. It is clear from such figures that, insofar as the car is a measure of the standard of living, a drop is absolutely certain, and the fact emphasizes our repeated advocacy of real economy cars, using the word economy in the sense of low running costs, and not necessarily in connection with first cost. It is well understood that it costs almost as much to produce an economy car as it does a medium-sized one—except in materials, a distinction which is important.

The President also measured the drop in motoring standards by the more popular yardstick of weeks worked to earn purchase price. In 1938 twenty-four were sufficient; the figure now is forty-five, and to this increased burden must be added that of delivery delay, over which Mr. Beharrell could only sympathize. The knowledge of these obstacles to good living gives rise to reactions of fury when politicians insist, without the slightest qualification, that life in these islands has never been better.

What was encouraging, even to home motorists, in this annual review, was the insistence of the President that the capacity to expand is there, and that it needs only the organization of raw materials and power to permit expansion. That, specifically, is the job of the Government, and during the printing of this issue the new Government of this country will have been elected. Whatever its colour, it must not fail to tackle *and solve* this problem of power and raw material shortages. Failure spells not only less and less motoring, but also—quite frankly—less and less to eat.

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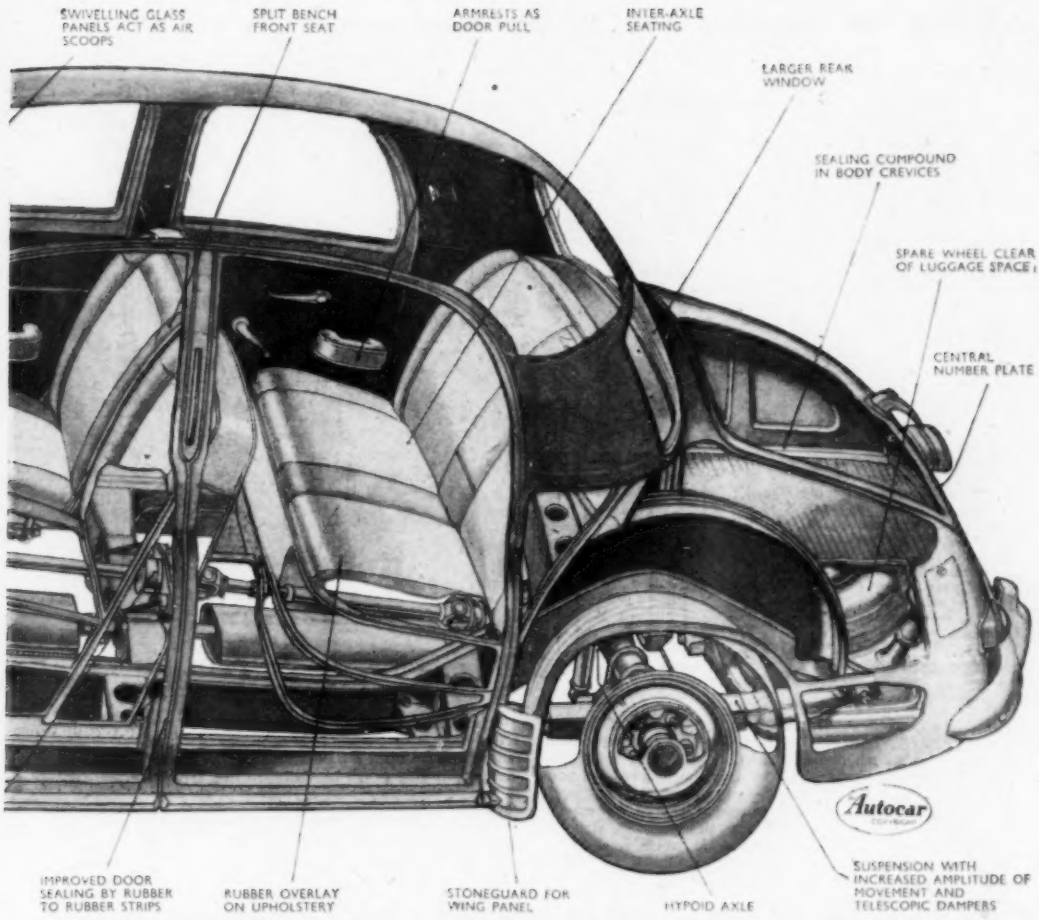


TREND OF DESIGN

A YEAR OF CONSOLIDATION, BUT WITH SIGNS OF FUTURE DEVELOPMENTS NECESSITATED BY EVER-INCREASING PERFORMANCE

by MONTAGUE TOMBS and GORDON WILKINS

The article on these pages is a technical dissertation on the year's design progress. It is written following a year of study of the new models, or the modifications of existing designs, and this is reinforced by knowledge of what is going on in the design departments of the motor industry, and also by inspection of the display at Earls Court, where the grouping of so many cars under one roof gives a unique annual opportunity of technical comparisons. It is not, however, by any means an entirely theoretical dissertation, for in the course of the year this journal has the opportunity of trying a great number of the world's automobiles, and this experience is used in order to comment upon the various design features that are being introduced or abandoned. "Trend of Design", therefore, embodies the collective knowledge of the journal as a whole, and may thus be fairly described as having considerable authority in the information which it dispenses and the comment that it provides.



The 1952 car has settled into the mould shown in this drawing of current features. The engine is forward mounted and the seating is carefully planned to fall between the axles. Front suspension is independent. The engine is an overhead-valve design with big bore and relatively short stroke, thus reducing piston speed. Head lamps are higher mounted to meet overseas requirements. The big bumpers have valances between them and the body, the screen is curved and the rear window has grown considerably. Door locks are operated by push buttons. The interior heater has been moved from the inside of the car to the scuttle in order to reduce noise and the battery has been moved alongside the engine to make room for it.

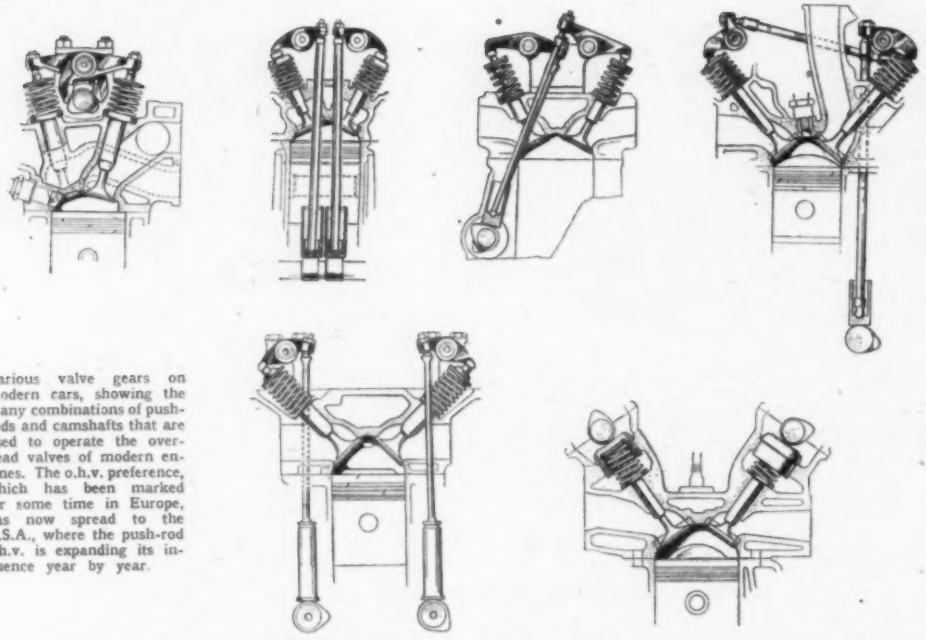
ALTHOUGH the leading car manufacturing countries are competing against each other in the most important export markets their products still bear the stamp of their national characteristics. America still goes for large, quiet, go-anywhere cars, well equipped, well designed, well backed by elaborate service facilities and relatively inexpensive to buy because they are made in greater numbers than any other cars in the world. Fuel consumption has been of minor importance until recently but very good results are being obtained from the latest high-compression overhead-valve engines, although the advantage is partly offset by the loss of efficiency inevitably inherent in the popular automatic transmission of the U.S. car, at its present stage of development.

France and Italy value speed, roadworthiness and the ability to cruise fast for long distances without overstressing the engine. This has produced special interest in light-weight methods of construction, and transmission ratios are high, giving effortless cruising at the expense of some loss in initial acceleration. The specialist coachbuilders concentrate on sleek vehicles of sporting lines in which passenger space is often sacrificed to obtain a good line, but the major factories, as in other countries, produce cars of relatively sober appearance. In France particularly, equipment and sound proofing are not allowed to jeopardize the performance by increasing the weight.

The German effort is concentrated on two main types of car. First there is the really economical family car, cheap to make, buy and run. It usually has an unorthodox power unit which may be a two-stroke engine, an air-cooled flat twin or a four-stroke flat four, and there is normally independent suspension of all four wheels to enable the cruising speed to be maintained more or less regardless of the road surface. At the other end of the scale the Germans are emerging with a series of beautifully made cars in the international fast touring category with very carefully studied suspension, steering, and road holding.

Britain puts comfort, refinement of running and all-

TREND OF DESIGN . . . continued



Various valve gears on modern cars, showing the many combinations of push-rods and camshafts that are used to operate the overhead valves of modern engines. The o.h.v. preference, which has been marked for some time in Europe, has now spread to the U.S.A., where the push-rod o.h.v. is expanding its influence year by year.

round economy first. In the past British manufacturers have not sought high performance, for their cars were sold mostly at home, where the narrow, twisting and congested roads offered little scope for fast motoring. The abolition of taxation based on engine size is too recent for all traces of the small-engine mentality to have disappeared, but engine sizes are steadily increasing. British designers are striving to offer a fine type of medium-sized car which is equal to large cars in refinement and durability but costs less to run and is more convenient to operate on crowded roads. At the same time Britain has produced a new series of world-beating high-performance sports cars which enhance the prestige already gained by her by limousines and town carriages.

It is worth while reflecting on what is meant by the refinement which is claimed for British cars. It cannot be measured as performance is measured. It is a combination of silky silence, a pliability, an immediate and accurate response to the driver's controlling wishes and an atmosphere of complete confidence. It is the absence of mechanical noise, of road noise and of wind noise. It is steering that is unconsciously performed, without oversteer, without a trace of kick back or road feel. It is suspension that takes little notice of the worst roads, and makes the occupants of the car feel safe all the time. Refinement is apt to be heavy and expensive, but it brings lasting pleasure to the owner.



"Inflation" has reached the tyre of the modern small car, and this comparison shows its effect. Tyre section has increased as lower pressures have become desirable, and the wheel diameter has decreased roughly in proportion.

France and Germany are concentrating great effort on production of very small light economy cars. British manufacturers have been too busy building larger cars for export markets to give much attention to this type of production in which they once held a leading place, but the greatest single producer of passenger cars in Britain has now returned to the economy market. The basic difference between British and Continental practice remains, however. The British manufacturer prefers to build a baby car which is a large car scaled down, whereas the French and Germans adopt radically different approaches, drastically simplifying the mechanical elements. They invariably employ a front engine driving the front wheels or a rear engine driving the rear wheels.

ENGINES

Abolition of the horse-power tax in Britain is gradually leading to the production of new engines which have a bore greater than the stroke. They reduce the mean piston speed but tend to produce an engine which is long for its cubic capacity, and interest is already focused, particularly in America, on a rearrangement of the cylinders. The V-eight arrangement is popular and in Italy a V-six has made its appearance. It is worth noting that some of the most successful high-performance engines still have relatively long strokes, producing high mean piston speeds without excessive cylinder wear, and opinion of Continental observers is that this is only possible because of the high quality of the British materials and finish.

Development of the V-six in France is matched by the steady increase of the V-eight power units in the U.S.A. These are usually notable for elaborate inlet manifolds in which criss-cross passages are used to ensure the same length of passage from the carburettor to each of the cylinders and full vaporization of the mixture is promoted by an exhaust-heated hot-spot built into the manifold. Other arrangements to improve distribution and prevent icing of the carburettor in adverse weather conditions include the introduction

of water-heated carburettor bodies for the larger engines.

Overhead valves are now firmly established as the most popular type throughout the world and are usually operated by push-rods in some form or other. There is some divergence of view on the best arrangement of the valves and the best shape for the combustion chamber, but the hemispherical head with inclined overhead valves is gradually emerging as the most popular type. It is used on practically all racing engines, on a great number of sports cars and on an increasing number of touring cars.

For normal performance the four-cylinder unit remains the most popular type of engine in Europe and it is an excellent power unit in sizes up to two and even two and a half litres; it pulls well on hills and with correctly arranged rubber mounting it can pull as quietly and smoothly as a Six. Interesting points of detail on recent power units include cylinder head studs which pull on the water jacket and not on the cylinder bore, to avoid distortion. Water jackets extend for the length of the cylinder and there is a tendency to employ thermo syphon flow for the water round the cylinders while relying on pump circulation to the head. A special flow of cool water is directed to exhaust valves and sparking plug bosses by building a water gallery into the cylinder head.

The use of overhead valves is in some cases being exploited to speed up service operations. Decarbonizing simply means substituting a spare head with the valves already ground in, and connecting rods sometimes have the big-end bearing split at an angle so that the rod complete with piston and gudgeon pin can be withdrawn upwards through the cylinder bore. Higher engine speeds permitted by short-stroke layouts lead to stiffer crankshafts usually fitted with counterweights and there is better oil distribution to the bearing bushes.

Filtration

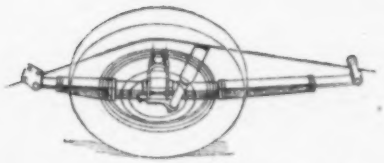
Export requirements are responsible for continuous attention to filtration of engine oil and carburettor air. Full flow oil filtration with an external filter is probably the best arrangement and a lot of experimental work is being carried on into methods of sealing which will effectively exclude from the engine the fine grit and dust found in some parts of the world. Crankcase breathers now incorporate air filters and the sump is sometimes vented to the carburettor to promote effective crankcase ventilation, discouraging condensation and the formation of sludge.

German designers continue to show extraordinary interest in two-stroke engines. Before the war nearly twenty per cent of the cars they sold were fitted with this simple, robust type of power unit and there is a considerable crop of new post-war designs with one, two or three cylinders to equip the many small economy cars now being built in Western Germany.

The two-stroke usually gives better torque but less maximum power than a four-stroke of the same size, and is therefore a good slogging engine for a utility car where maximum speed is not of prime importance. One of its disadvantages has been the fact that at part throttle the incoming charge is diluted by the outgoing exhaust gas with consequent irregular firing. Current engines usually have tangential ports imparting a swirl to the ingoing charge, and this makes it possible to use a flat-topped piston without the old-style deflector hump. Even so, the engine is not as smooth as a four-stroke at low speeds, and it is still desirable to use a free wheel to prevent jerky movement of the car. This year an important improvement has come with the adoption of fuel injection, using equipment developed by a manufacturer whose diesel injectors are used throughout the world and who provided the petrol injection equipment which superseded carburettors on all German combat aircraft during the recent war. The equipment is remarkably simple and the design details closely resemble diesel injection practice. Special precautions are taken to trap minute particles of dirt in the fuel which might damage the highly finished injection pump, and there is provision for venting air bubbles back to the fuel tank.

The two-stroke engine is normally lubricated by oil mixed with the petrol, which creates a mist in the crankcase sufficient to lubricate the bearings.

With fuel injection a separate oil pump has to be provided. The engine air is still drawn initially into the crankcase through an intake fitted with a throttle and a small quantity of oil goes with it metered in accordance with the speed of the engine. The injection equipment is at present expensive but it offers a gain in torque and power with a reduction in fuel consumption.

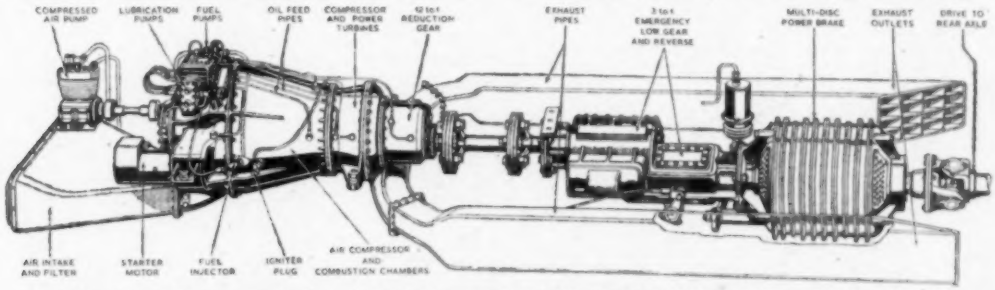


Latest rear suspension developments. Only a few blades are employed in the half-elliptic leaf spring, which is enclosed in a gaiter and controlled by a telescopic damper. The rear axle is mounted forward of the mid-point of the spring in order to combat the nose-diving tendency when brakes are applied hard. Shackles are rubber bushes to eliminate lubrication.

TRANSMISSIONS

In transmission design a remarkable situation is arising. The fully automatic transmission is well on the way to becoming universal in America, whereas it is unknown to the vast majority of drivers in other parts of the world. The clutch pedal is rapidly disappearing from American cars, but remains a standard fitment on nearly all others.

The reason for this is quite simple: The automatic transmission is heavy, costly and complicated. The capital outlay necessitated by the intricacy of the design and of the machine tools which produce it is beyond the resources



Tangible evidence of the great work going on in the development of gas turbines for road vehicles is this French power unit recently shown in a ten-ton truck chassis. To compensate for the lack of engine braking when the throttle is closed, an air valve on the throttle pedal applies a multiple-disc transmission brake as the driver lifts his foot. There is a fixed turbine on the compressor shaft and behind it is a free turbine to drive the vehicle.

TREND OF DESIGN : continued

of European manufacturers, and even in its most highly developed forms it imposes an increase in fuel consumption which is unacceptable in countries where the standard of living is lower than in the United States.

In the immediate post-war period the most popular American fashion was a combination of fluid coupling and epicyclic gear box, and its adoption by a number of manufacturers building cars competitive with those produced by its sponsors provided a way of spreading the high production and development costs. The trend now is clearly in the direction of the hydraulic torque converter. As yet this cannot provide a sufficient torque range for all purposes and is usually employed in conjunction with a two-speed gear box, but in some cases the auxiliary box provides three forward speeds.

There is no lack of interest among European manufacturers in this development, but it is difficult to fit it into the current economic framework. One German manufacturer is offering a torque converter on a small car and a French manufacturer has recently offered an automatic transmission consisting of several gear trains engaged by suitable friction clutches.

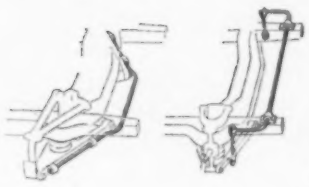
The forward mounting of engines has led to wider adoption of divided propeller-shafts, usually with the centre bearing mounted in rubber, and the hypoid-axle is now the most popular type as the low transmission line permitted by this type of drive reduces the floor obstruction produced by the propeller-shaft tunnel.

Over-drive, which has long been used in America as a supplement to the synchromesh gear box, usually engaged by momentarily releasing the throttle pedal, is now gaining favour in Britain in a more highly developed form.

The high ratio is fully under control of the driver, being engaged by the normal gear lever through the medium of an hydraulically controlled clutch.

SUSPENSION

Forward weight distribution, inter-axle seating and independent front suspension have become accepted practice throughout the world. Numerically the system of unequal-length wishbones with coil springs dominates the front suspension picture, as it has been standardized by the American industry and is widely used not only in Western Europe but also in Australia and Soviet Russia. For compactness the two wishbones are usually placed with their pivots parallel with the centre line of the car and may be attached to separate cross members to simplify assembly. On some high-quality cars in Britain and France a rather different version is favoured. Basically this layout consists of a very large lower wishbone with widely spaced pivots. The first arm runs across the front of the car and the second arm runs diagonally rearwards from the stub-axle, usually terminating in a ball-joint on the chassis frame. The upper member is then reduced to a single arm instead of a complete wishbone.



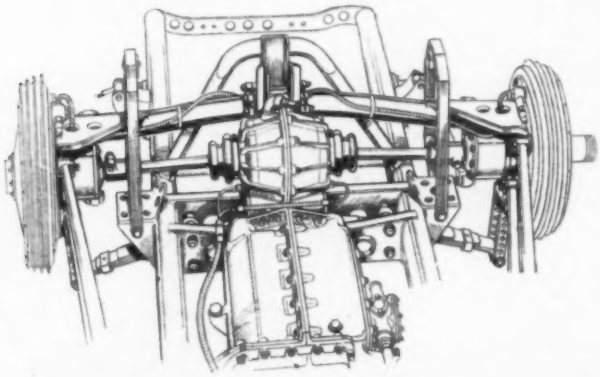
An interesting simplification of the popular anti-roll bar for front suspension is used by two American manufacturers. As shown on the left, the bar is simply clamped to the lower wishbones instead of being pivoted on the frame and shackled to the wishbones as in the more conventional arrangement seen on the right.

Some manufacturers use the double wishbones with torsion bars, but there is one case of a manufacturer using them in conjunction with a leaf spring; another uses them with a laminated torsion bar attached to the lower wishbone.

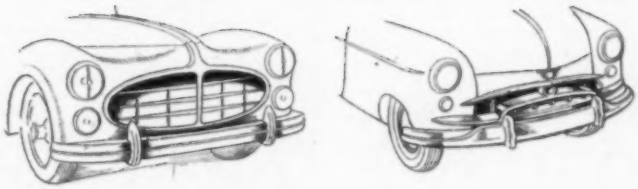
There are still several examples of production cars which employ a transverse leaf springs in conjunction with a single wishbone on each side, and there are two examples, one in France and one in Czechoslovakia, of cars which have the front wheels suspended entirely by two transverse leaf springs one above the other without the aid of any wishbone or radius arm to absorb the brake torque. It is interesting that one of these cars is a very light economy model and the other an unusually heavy saloon, but both have a relatively high performance. The double trailing arm is a type of front suspension still found on some of the fast cars with the finest handling qualities, and it is usually used in conjunction with coil springs, but there are two cases in Germany and one in Argentina where it is employed in conjunction with laminated torsion bars mounted transversely.

The beam axle is now found on few makes of passenger car, but it is still the most popular type on commercial vehicles. There are passenger cars still in production with this type of axle, either in conjunction with half-elliptics or a transverse leaf spring, in England and in France.

In general, the tendency in suspension is towards greater amplitude of movement, providing a softer ride by lower-rate springs, but this inevitably reacts on the steering and



A typical De Dion rear axle layout. This system is very popular on racing cars and is found on a few high-performance sports cars. The wheels are joined by an axle beam located on a vertical slide mounted on the chassis frame, and the drive goes through jointed shafts. It is perhaps desirable to emphasize that the De Dion rear axle is not independently sprung, and that its great virtue is a saving of unsprung weight. Axle location is extremely precise.



Frontal appearance is developing in two different directions. Some makers are producing an air intake which tends to resemble aircraft practice, with simplified grille-work, while others, especially in the U.S.A., are merging the air intake into the front bumper.

much detail development is entailed in avoiding unfavourable reactions as the wheels rise and fall. Designers are also occupied with the reactions on car behaviour produced under braking with the softer suspensions coming into use. The problem is further complicated by a general tendency to increase the size of tyres and obtain greater riding comfort by a reduction in inflation pressures. Wide-base wheel rims have helped to reduce tyre wall deflections when cornering, and in France promising results are being obtained with tyres which have a wire mesh built into the carcase in the region of the tread to reduce the slip angle generated by a given cornering force.

There has been a steady improvement in suspension dampers and designers are accepting the necessity for larger dampers than they have previously used. On some of the early independent suspension systems the dampers were overworked and had a correspondingly short life. The telescopic type, which operates effectively with relatively low working pressures, is steadily gaining ground.

For rear suspension the half-elliptic spring and rigid axle far outnumber all other types and some designers favour a reduction in the number of spring leaves. One new British car has only three leaves in the rear springs, although, conversely, there is another small model with nine leaves. To reduce the tendency to nose-dive when the brakes are applied on a car with soft suspension, good results are obtained by mounting the axle forward of the spring centres.

Anti-roll Bars

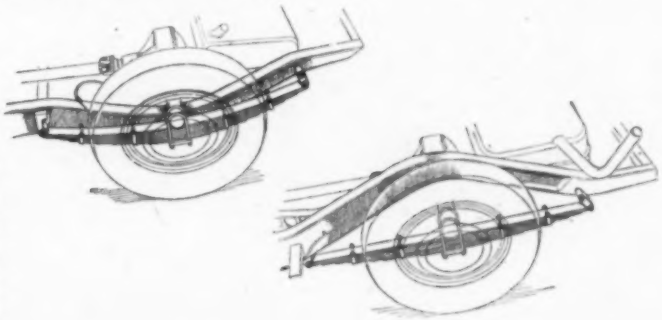
The effects of suspension geometry on car behaviour are now much better understood, and there are various aids which the designer can employ to ensure the required handling characteristics. Most popular of these is the torsional anti-roll bar which is now very widely employed with cars with independent front suspension. Usually this bar is mounted across the chassis with its ends shackled to the wishbones, but two American manufacturers have recently adopted a much simpler method whereby the bar is simply clamped to the lower wishbones of the suspension system and is not connected to the frame at all. In such a layout the bar is stressed partly in torsion and partly in bending, but there is a considerable reduction in the number of parts and fittings required.

Independent rear suspension is found on only two cars in Britain, one a British design and the other a car assembled in Britain from imported components. No American manufacturers as yet have adopted independent rear suspension. History is repeating itself in that the Continental European manufacturers who perfected independent front suspension are now performing the pioneer work on independent suspension at the rear. One car is in production in Italy utilizing diagonally disposed single wishbones in conjunction with coil springs and universally jointed drive shafts; a similar layout is found on one of the new medium-sized French family cars. An advantage of such a layout is the possibility of moving the rear brakes from the wheels to the sides of the transmission casing, giving improved cooling and reduced unsprung weight.

The pure swing axle still has influential support in France and Czechoslovakia, and the modified type with a radius arm running forward from the outer end of the axle to link up with transversely mounted torsion bars is still strongly supported in Germany. The problems of rear-end steering effects introduced by independent rear suspension are gradually being solved, and the best examples now give road-holding characteristics equal to the very best of conventional rear ends, with the additional advantage of resistance to wheelspin and a tendency to greater riding comfort.

The use of independent suspension also gives the designer greater freedom in the disposition of the transmission elements. It becomes possible to move the gear box to the rear of the car, improving passenger space at the front and redressing some of the excessive concentration of weight on the front wheels which is characteristic of many modern designs.

Similar advantages can, of course, be obtained by using the De Dion axle, but its cost and complication still discourage its employment on all but the more expensive and specialized cars. To the one British production example has been added a very specialized American high-performance car, and it continues to be very popular on the fast racing cars. Some progress is being made with suspension systems which have a variable rate, so that there is adequate flexibility to deal with ordinary road shocks, but a progressive stiffening of the suspension as deflection increases. In France this has been achieved by the use of auxiliary coil springs in tension to supplement the main leaf or coil spring. On one new small car additional spring leaves are employed, which come into effect only under heavy loading, an idea borrowed from commercial vehicle practice.



Ground clearance having become of increased importance owing to the necessity for cars to traverse unmade roads in the more remote overseas territories, the rear frame design has been affected. On the left is the old type of rear end, in which the frame was underslung under the axle, and on the right the modern type in which the side members pass over the axle, thus increasing ground clearance.

TREND OF DESIGN . . . . . continued



There are differing ideas about the location of the spare wheel as the search for more luggage space continues. These include mounting the wheel vertically at the side of the luggage locker, and giving it its own cradle which drops down below the floor of the locker upon release of a securing device.

BRAKES

Braking problems produced by the steady increase in car performance have been intensified by modern body styling, which blanks off the flow of cooling air. When a car is braked its kinetic energy is converted into heat by the brakes, and that heat must be quickly dissipated or else the linings lose their frictional properties, the drums distort and the brakes fade. Constant research into improved lining materials is helping to maintain brake efficiency and there are two promising developments in drum design. The bonding of aluminium cooling fins to a steel liner is being employed for brake drums on fast cars, and one manufacturer has in production brake drums with centrifugal air ducts which are designed to draw air over the friction surfaces.

Some designers are seeking a solution in the disc brake, already employed on heavy aircraft. Such a brake is already in production for two American cars, one a fast and heavy limousine, the other an economy lightweight, and several European manufacturers are known to be working on similar lines. Disc brakes can be very smooth and powerful; they are easier to cool, and less liable to fade than conventional types. Moreover, they quickly rid themselves of incidental water. An experimental British example is at the Show.

On the conventional hydraulic brake the two-leading shoe layout with a separate operating piston for each shoe is popular for the higher-quality British cars, but an interesting alternative is the use on one very fast car of a twin-trailing shoe brake in conjunction with a vacuum servo. The trailing shoe has its pivot on the leading edge and therefore does not have the same tendency to wrap itself against the rotating drum as the leading shoe. A brake using two-trailing shoes therefore needs a servo to supplement the power exerted by the driver, but is claimed to produce more consistent results under severe conditions.

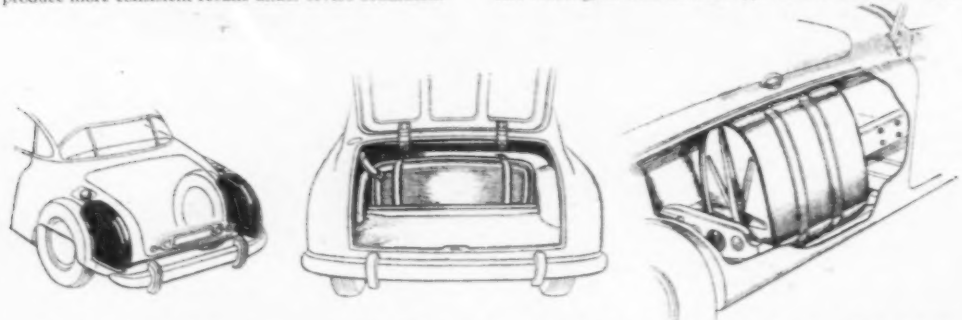
WHEELS AND TYRES

The desire for tyres of larger section on even the smallest cars has led to the appearance on the British market of a new small car with wheels of only 13in diameter. Tyre pressures now exert a formidable influence on the handling characteristics of the car. Sometimes different pressures are recommended for front and rear wheels to compensate for differences in weight distribution, and at least one manufacturer now recommends different pressures on the two sides of the car according to the prevailing rule of the road in the country where the car is operated. Steering gear is still the subject of continuous research, and on some established cars considerable improvements in handling qualities have been obtained by eliminating small sources of friction, such as inefficient universal joints in steering columns, stiff rubber bellows used for dust exclusion purposes, and badly contoured teeth on rack and pinion steering gears.

It is worth while reminding readers that the life of a tyre depends on maintaining the correct inflation pressure. With modern cars the front tyres wear more rapidly than the rear, so that it pays to change the tyres round at regular intervals and keep the wear even.

BODYWORK

Several new popular cars recently introduced in Britain, America, France, Italy and Germany have employed unit construction of body and chassis as a means of obtaining a rigid structure without excess weight, and this seems destined to become the dominant method of car construction where large numbers are involved. The largest American manufacturers have not so far adopted this method of unit construction, but they are fully alive to its possibilities and one factory alone is believed to have a dozen experimental cars running, all with different types of unit structure. The



When fuel tankage quarrels with luggage space the petrol is more adaptable, and as a result fuel tanks are found in varying places. Three positions for the tankage are shown in the illustrations. Left : Twin tanks in the rear wings. Centre : A slim tank mounted behind the rear seats. Right : Single tank in a front wing.



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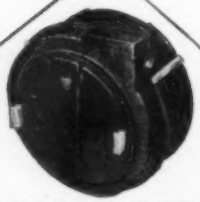
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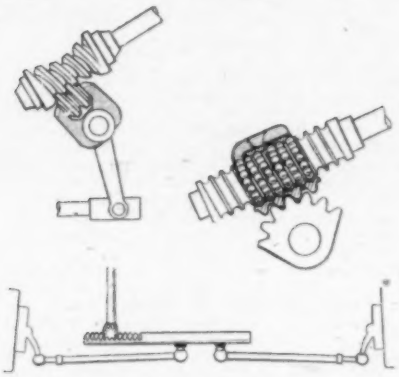
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TREND OF DESIGN . . . . . continued



Three popular types of steering gear found in current models : Top right : Recirculating ball and worm type. Top left : Worm and roller, and (lower) the revivified rack and pinion design, perhaps the simplest of all.

problem of fitting open or convertible bodywork on unit construction cars is now solved by suitable reinforcement of the underbody, and several new models of this type have recently been introduced by British and other European manufacturers.

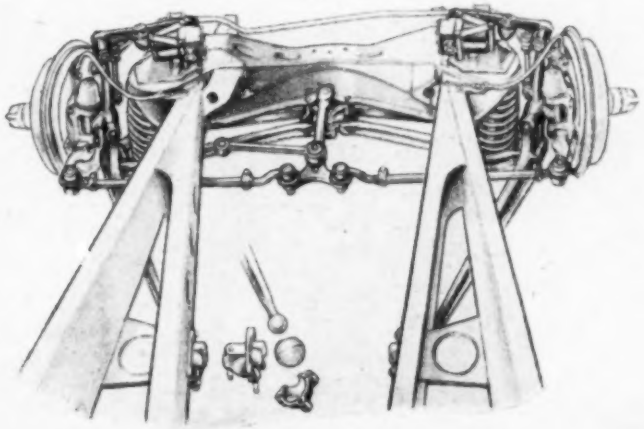
Body equipment is changing gradually and press-button door locks are gaining in popularity. They are usually well proportioned so that there is little chance of their being immobilized by ice and snow, and with an eye on export markets manufacturers are fitting small flaps to keep the ice out of the key holes on door locks and the lids of luggage lockers. The bench-type front seat enjoyed a considerable vogue immediately after the war, but it is not an unmixed blessing on winding roads, and there is a tendency to adopt a split bench which offers separately adjustable seating for two and emergency accommodation for three. The use of rollers instead of metal slides reduces the effort required to move the seat backwards and forwards, and the British type used on the higher priced cars, sometimes with adjustment for rake and used in conjunction with an adjustable steering column, provides the most complete adaptation to the needs of the individual driver. A lot of work has gone into improvement of sealing strips round doors, windscreens and windows, and more attention is now being given to the sealing of luggage lockers. The demand for maximum luggage space has led to some cases to rearrangement of fuel tanks and to new methods of mounting the spare wheel. Sponge rubber overlays are becoming more popular for seat cushions, and manufacturers are beginning to appreciate the dust-excluding properties of the moulded rubber carpet for the floor.

There is a welcome tendency to group the instruments high up on the facia and directly in front of the driver. They are often provided with a cowl to prevent the instruments being reflected in the modern sloping windscreen at night, but the very prominence of their position makes bright lighting specially distracting, and more rheostat controls for facia illumination would be welcome.

Ventilation and Heating

The simplest type of heater known as the "fug stirrer," which came into vogue immediately after the war, is rapidly being dropped in favour of the properly designed ventilation system, with a fresh air intake at the front of the car feeding warmed or cool air to the interior. Nearly all manufacturers provide for the fitting of such heaters where they are not actually included as standard equipment. The fan for the ventilation system, plus more powerful head lamps, twin tail and stop lamps, radio, and automatic devices for raising and lowering the windows, the road wheels, adjusting the seats and folding the heads of convertible bodies, all increase the load on the battery. Dynamo outputs have been increased, but it seems likely that batteries of larger capacity will soon be required.

The need for chassis lubrication is being tackled in several ways. Rubber bushes eliminate many greasing points from the suspension system, and the modern pre-stressed bush may actually produce an improvement in suspension characteristics by introducing slightly progressive stiffening as the suspension is deflected. Rubber bushes are also finding new uses on other parts of the chassis, but they sometimes show a tendency to squeak, which provides headaches for the development engineers. An alternative and perhaps more expensive course is the use of automatic chassis lubrication systems. Some depend on a pedal-operated pump which forces oil under pressure through small-bore pipes to the chassis bushes, but there is a British type which utilizes thermal expansion in a small reservoir clamped to the exhaust manifold to feed a supply of oil to the chassis every time the engine warms up.



Independent front suspension on some British and French high-quality cars has settled down into the type shown in this illustration, stemming from the double wishbone pattern. The lower wishbone has very widely spaced arms and the top wishbone has become vestigial in the form of a single light arm.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Party

THOUGHTS of cool and shady lawns are not entirely disconnected with seething dance floors, but the fact that they occurred to me at the Motor Ball at the Dorchester on October 17 did not indicate any misplaced longing, for this is a party that everyone enjoys. The lawns that came to mind, in fact, were those of Lynwood, BEN's home at Sunninghill, near Ascot, which benefits from the proceeds of the ball. I have been to Lynwood several times (Fund members are always welcome), and the visit gives me great pleasure, for here, in an age when the problem of the elderly is a growing one, is at least one splendid effort at solution. The residents are happy people, under the care of the Misses E. N. Suter and H. A. Fry, and some of their happiness is no doubt the result of continued good support of the ball. This year Her Majesty Queen Mary was the patroness and graciously sent a message to the assembly during the evening. This year, also, we all had a lot of fun, as we shall no doubt do as long as the Motor Ball is held. It is, perhaps, the year's best motoring party.

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Highwaymen

MY journey home, however, was faintly shattering. I left London at 2.35 a.m. There were occasional mist patches, suspended five feet above the road, under which I shot with a most peculiar tunnel effect. I topped the rise in Walton-on-Thames and was confronted by two police officers waving torches. Licence check. Well and good, and I passed on, thinking that the police were obviously looking out for car thieves.

We joined A30 at the Wheatsheaf at Virginia Water, and as I rounded the bend the very bright lights of a car were coming down the hill from Egham, about a quarter of a mile away. "There's always someone on A30," I remarked, and left the road for Ascot along A329. Out of the limit I speeded up, but by the entrance to Fort Belvedere the other car's lights were behind me. "Bother," I remarked. "He has obviously got a fast car and will want to pass, and this is not a good road for passing."

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Chased

THE lights of the other car were brilliant in my mirror. I drew the back blind and the two of us were away, very fast. At each bend I flashed head lamps and the car behind was flashing, too. "At least he's using his lamps for warning," I grumbled, "although I can't see why he doesn't dip them while he's right behind. However, he should be able to overhaul us on the straight before Sunninghill." But the other car was not able to (I saw no reason to slow deliberately as there were no signs of impatience) and we continued at about 65 m.p.h. Then we descended the winding hill as fast as the bends would let us, and climbed up to Ascot.

Ascot is a wide straight with about 400 yards of speed limit. "I wonder," I said, "if that's a late patrol car" (the police were very much in mind after Walton). "We shall know at the limit, because if he overtakes us in that, it isn't."

The signs were approached, our speed dropping rapidly. But before we reached 30 m.p.h. the other car tore alongside, emanating a most extraordinary noise which, for one instant, I thought was the excessive pinking of a very high compression engine. Then I was forced in and stopped; I had been gonged.

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What Next?

THIS was a bit unnerving. My immediate reaction was what had I done wrong? I had broken no speed limit; I had endangered no one so far as I knew. But I had been going very fast. Was this the moment when Lord Goddard's dictum about the traffic that "might be expected to be, etc.," was going to catch up on me? The next few seconds were not encouraging. Police officers more or less surrounded my car. I opened the door. Somewhat belligerently I was informed that for the last two and a half miles the police of the land had been trying to stop me, using the loud hailer and, presumably, lights. I had heard nothing, I protested, nor had I thought that the light flashing was any more than corner signals. Yes, I had been going fast, but it was a well-known run. I switched on the interior light and appealed to a rather frightened Mrs. Scribe. No, we hadn't heard a thing, honestly, officer.

Licence and full credentials. Apparently our protestations were accepted. There was a moment's polite conversation and we were assured that there was no complaint against our driving. We went home, somewhat shaken.

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Points

NOW I have no complaint whatsoever against these police, but I think a point or two arises out of the experience. Surely the police must realize that a loud hailer is not likely to be audible in a closed car at 65-70 m.p.h., even if it is a quiet one? And light flashing is a method of signalling from behind that is open to objections. Also, no motorist cares to stop for anything but a blue uniform after midnight (it was now 3.30 a.m.). Would it not have been better for the police car to have gone ahead, stopped, and then stopped me with more authenticity? I had even mistaken the gong for pinking.

In the extreme, I can imagine a nervous motorist being driven into the ditch by the more hectic approach, although I admit that the more nervous motorists are rarely high-speed drivers.

Also, of course, I had been unwittingly guilty of breaking the law for those two and a half miles, in that I had failed to stop when commanded to do so by the police. No motorist likes to be in that position. However, in spite of these thoughts I was relieved to know that the watch on the roads never ceases, and my feelings towards patrols remain warmly friendly.

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Malice

A CURIOUS case of what appeared to be sheer maliciousness came to my notice not long ago. A friend was negotiating a road in Westminster, one side of which is occupied by a busy but small street



Hearing a slap

market, and in the course of a walking pace journey among the crowds of pedestrians in this street he recalled hearing a slap on the side of his car. He supposed that he had incurred the displeasure of one of the pedestrians, or barrow-boys, who responded in this rather absurd way. Knowing some barrow-boy types, he was not very worried about the incident.

The next thing he knew was that he was required to explain his "injury" to a pedestrian who had reported his registration number to the police. The police—and all credit to them for a sensible view of the matter—did nothing, as the man was not apparently injured in the slightest degree, though he complained bitterly.

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The Esso Dealer welcomes motorists with courtesy and service. Behind him stands the vast new Esso Refinery at Fawley — the largest in Europe — most modern in the world. And from Fawley will come, in the not too distant future, the most advanced petrols Britain has ever known. Which is one more reason why . . .

It pays to say Esso

ESSO EXTRA ANTI-KNOCK IS COMING

NEWS and VIEWS

One Million Dollars

OVER one million dollars' worth of Jaguar cars were shipped to the U.S.A. and Canada during September.

New Air Route

A SECOND air ferry to the Continent will be opened shortly by Silver City Airways. It will take cars between Southampton and Cherbourg. Four trips a day are expected well before Christmas, increasing to 12 or 20 from next Easter.

Ice-bound Engines

ONE of Britain's coldest rooms has now been put to use in the interests of better cars. Nuffields are using an underground refrigerator which can be made to give 108 degrees of frost, for stringent engine tests. Beneficiaries will be those Nuffield motorists in the world's coldest areas.

Turin in April

ALL the excitement of motor show-time moves in April to Turin, where the 34th International Motor Show will be held from April 24 to May 4. It had been decided earlier not to have a show in 1952, but insistent requests from all sides has caused a change of plan. The closing date for show entries is November 30.

Postponed Appearance

A GREATLY appreciated annual feature of the Show Review issue of *The Autocar*, entitled "Keeping up Appearances," by Montague Tombs, Consulting and Technical Editor, is unavoidably absent this week owing to the author's indisposition. This traditional article, a kindly yet critical causerie of car appearance tendencies, will, however, appear in the next issue, dated November 2, illustrated by Gordon Horner, *The Autocar* artist.



Princess Margaret's Show visit on October 22: In this picture, Her Royal Highness is visiting the Vauxhall stand and talks with (l. to r.) Mr. Cyril Pontin, stand manager, Mr. C. H. Fisher, sales director, and Mr. G. E. Beharrell, S.M.M.T. president.

Austin in N.Y.

UNCONCERNED about reports that some British manufacturers are having a tougher time exporting cars to the U.S.A. and Canada, the Austin company is cementing its position still further by opening new premises in New York. Apart from the spare parts department, offices for a staff of 50, and so on, the ground floor showroom of 3,000 square feet is claimed to be the finest in the city.

The showrooms are expected to be occupied and in full swing by Christmas-time.

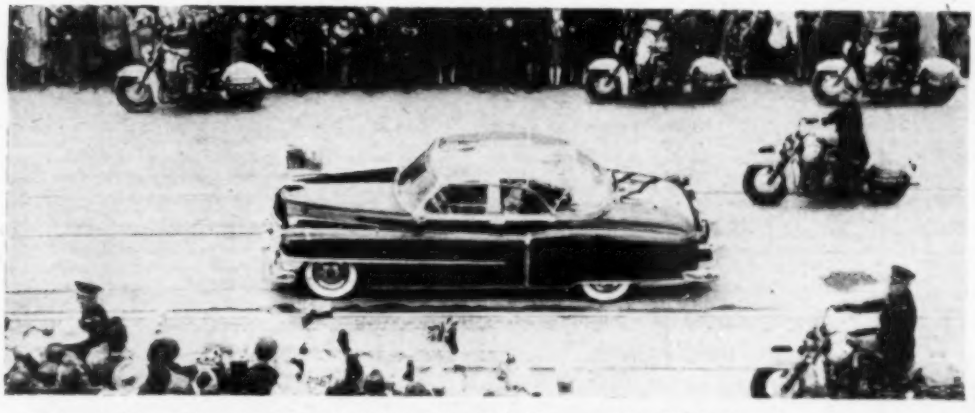
Guide to Salop

THE first Shell Guide to be published since the war is for the county of Shropshire. It is, as is customary, compiled by John Betjeman and John Piper and the work of these two brilliant men is well represented.

The guide is published by Faber and Faber, Ltd., 24, Russell Square, London, W.C.1, and costs 12s 6d.

Nuffield Showrooms

LORD NUFFIELD'S 74th birthday was a busy day. Not only did it coincide with the production of the two millionth Nuffield vehicle—the four-door Morris Minor now at the Show—but it



In Winnipeg Princess Elizabeth and the Duke of Edinburgh used a Cadillac convertible which had been fitted with a transparent plastic hood, so that they could be seen by the people. Apart from this specialized usefulness, the idea is rather attractive for winter touring by ordinary folk who, taking advantage of the principle in reverse, as it were, could see out!

NEWS and VIEWS . . . . . continued

was also the occasion of Stewart and Ardern's move to their new showrooms at Morris House, Berkeley Square, London, W.1, where Lord Nuffield was guest of honour.

Few firms could have a stronger link with this manufacturing group. Founded in 1911, it has been dealing in Morris cars for very many years.

Visitors' Record

ACCORDING to the A.A., the number of motoring visitors to Britain in the first nine months of 1951 was a record. The A.A. looked after the visits of 13,000 vehicles, 1,200 more than in the same period in 1950. Analysis showed 1,850 from Eire, 1,356 Forces on leave and Control Commission officials, 1,220 from France, 1,121 from Holland and 954 from the U.S.A.

Misappropriation ?

IN the U.S.A., General Motors have started a campaign to get the U.S. road system brought up to date. Almost complete reconstruction is the aim, and they will attempt to show that in many cases road funds are diverted to other uses.

The contrast with the out-of-date, dangerous and overcrowded roads of Britain is already marked, but in this country the Road Fund is merely a goodly income for the Treasury.

A South African Lloyd

ASSEMBLY in Bulawayo, Southern Rhodesia, is planned for the German Lloyd car, which is made by the Hansa Lloyd company of Germany. First plans are to produce Goliath delivery vans and station wagons with the eventual aim of manufacture of two-thirds of the components in South Africa.

The Lloyd car has a twin-cylinder 700 c.c. two-stroke engine and a wood-panelled body, fabric covered.

Show Attendance

AS was expected, attendance figures for this year's Show are down fairly considerably in comparison with those for 1950. However, considering the relatively small number of new models and the worsened delivery possibilities, they are nevertheless remarkable. The first week's daily totals are as follows:—

	1951	1950
Wednesday	15,475	16,581
Thursday	26,899	35,764
Friday	26,852	35,594
Saturday	64,952	73,795
Monday	36,878	46,608
Totals ..	171,056	207,342

SHOWTIME HOSPITALITY

Austin

NEARLY 1,200 guests toasted the Austin Motor Co. at Grosvenor House on Monday, when Mr. A. B. Waring, of Joseph Lucas, Ltd., in proposing the toast, said that their suppliers prospered or suffered with them. New cars, he said, reflect the character of the managing directors of the companies which produce them and in view of Mr. L. P. Lord's qualities of leadership and drive it was no surprise to see the new Austin Seven at the Show.

In replying, Mr. Lord paid tribute to the late Lord Austin for the soundness of the foundations he laid. He wondered what results Austin's *would* have obtained had they been left free and untrammelled. The future was overshadowed by the election, but whatever the result of that might be Austin's had to carry on, for England was still England. Exports must continue whatever happened.

Other speakers were Mr. Gahey Brown, from Australia, who proposed the toast of the Austin Motor Export Corporation, to which Colonel A. C. R. Waite, M.C., replied, and Mr. G. W. Harriman, who proposed "the guests," to which a reply was made by Mr. F. I. Connolly.

Jowett

THE Jowett company has ready for production a successor to the popular Bradford station wagon which, with its lusty two-cylinder power unit, was the most important of the company's products in the immediate post-war period, before tooling for the Javelin had been completed. Arrangements for production of the new Bradford depend very much on the raw material situation, but it is hoped to make an announcement shortly. The engine is understood to be a new flat-twin with overhead inlet and side exhaust valves.

The news was revealed by Mr. A. F. Jopling, managing director of the company, at a luncheon held in London on Friday last to celebrate the fiftieth anniversary of Jowett Cars, Ltd. Mr. Harry Woodhead, Jowett chairman, gave an amusing account of the early history of the company, which was founded by Benjamin and William Jowett in association with A.V. Lamb on a capital of £30 in 1901. They undertook sub-contract work, including making the first batch of Scott motor cycle engines, until the first car was ready for production in 1906. In fact, the cars did not reach the public in any numbers until 1910. The power unit was a horizontally opposed water-cooled twin, so that the Bradford is a direct descendant of the original product.

Gail Vandenbraak, of California, representing overseas dealers, quoted examples from his own experience to show how American owners are accepting the British small car. Some of them originally bought them as runabouts and finished by using them in preference to their larger cars for long journeys, because of their easy handling and fuel economy. Mr. Gordon Wilkins, of *The Autocar*, replied for the technical press.

Bristol

ONE of the most enjoyable of all the many functions during the Show period was the Bristol cocktail party at the Hyde Park Hotel, London, on Monday last. Guests were received by Mr. George White, managing director of the Car Division of the Bristol Aeroplane Co., and Mrs. White, and by Mr. George Abell, general manager, and his wife. It was typical of the friendly and personal atmosphere existing between the makers of the highly individual car concerned and its users that a number of owners of the *marque* were present, in addition to members of the industry and the Press.

Riley M.C.

AS usual the annual dinner and dance of the Riley M.C. was held at the Park Lane Hotel, London, W.1, during the first week of the Show. A large company of members and guests listened to one of Gordon Marshall's inimitable after-dinner speeches, as he proposed the toast of the club, which was punctuated with hearty laughter at his many sallies, epigrams and *bons mots*. The response was by the very popular president, Mr. Victor Riley, who reported that the roll of membership was larger than ever and spoke of the camaraderie and sportsmanship engendered by one-make car clubs. Mrs. Victor Riley then presented the trophies won in various competitions during the past season, after which dancing and an excellent cabaret kept all amused until the early hours.

Sunbeam-Talbot

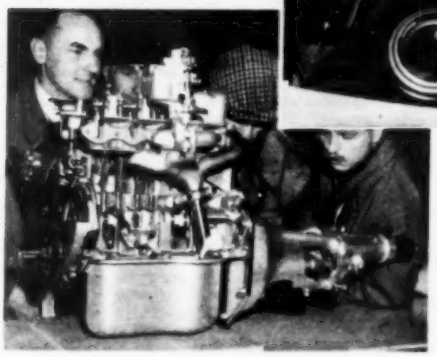
ON Friday last some four hundred and fifty members and friends of the Sunbeam-Talbot Owners' Club gathered for the annual dinner and dance. This popular event is growing in size year by year, and this year was held in the ballroom at the Dorchester Hotel. It has a special character among Showtime functions, as there are no speeches and no cabaret, so that there is plenty of time for members to meet old friends and enjoy dancing to two excellent bands.

Singer

ONE of the traditional Show gatherings in London is the party given by Singer Motors, Ltd. to their friends. This is always of sufficiently informal nature to make it one of the enjoyable occasions of a crowded ten days and this year's function, unobtrusively presided over by Mr. A. E. Hunt, managing director, was no exception.

Lea-Francis

LAST Tuesday, October 23, the Lea-Francis company held their annual Show lunch-time party in the Richmond Lounge at Earls Court. This is one of the less formal and most enjoyable Show functions, and this year was certainly no exception to the rule. There were no speeches; representing Lea-Francis Cars, Ltd. were Mr. George H. Leek (managing director), Mr. R. H. Rose (technical director), his son, Kenneth Rose, Arthur Keene (publicity), and many more, while among the many distinguished visitors were Reg Parnell and J. Ferguson, head of the firm of Fergus Motors, Inc., of New York, prominent importers of British cars into the U.S.A.



The new Austin Seven engine and gear box unit partly sectioned. The sump extends up to the centre line of the crankshaft. The depth of the gear box is reduced by placing the shafts side by side and putting the selectors on the side of the box instead of on top. The water thermostat is housed in the cylinder head casting.



Doors and centre pillar are removed from one side of the Austin Seven saloon to reveal details of the seating accommodation. This is one of the Show's most popular exhibits.

Summing up the Show

CHANGING NATURE OF THE DISPLAY REFLECTS CHANGES IN BRITISH MOTORING

SUPERFICIALLY the London Motor Show looks very much like its predecessors. There are the familiar signs in red, cream and gold over ranks of cars glittering under groups of floodlights which never quite banish from the air the mists of the English autumn, but the character of the Show is slowly changing in tune with the changing outlook of the British motor industry, a nominally free enterprise operating in a closely controlled economy. British car manufacturers are now exporting 76 per cent of their output. The great United States industry exports only 4.9 per cent of its output and France, despite great efforts, does not send more than 32.4 per cent of its passenger cars abroad. The British industry's effort is maintained only by ruthless suppression of the home market, achieved not only by physical reduction of the car deliveries to a mere 80,000 a year, but also by the highest taxation in the world, which is beginning to turn the thoughts of British people away from the idea of ever owning a car.

Overdue for Scrap

With approximately 2,300,000 cars in use it is calculated that there are at least one million which should long ago have been scrapped and are kept in service only by unreasonable and uneconomical expenditure in labour and materials on expensive overhauls. The uneasiness of car manufacturers at this state of affairs was expressed by Mr. G. E. Beharrell, president of the Society of Motor Manufacturers and Traders, on the night before the Show opened, when he said that during the decade before 1938 prices for new cars had fallen by about 40 per cent, and it was then considered that the minimum net income on which a British buyer could satisfactorily buy and operate a new car was £450 a year. Large numbers of working men were running secondhand cars on much smaller incomes and car ownership was a powerful incentive to hard work and thrift. Comment on his figures will be found on page 1331.

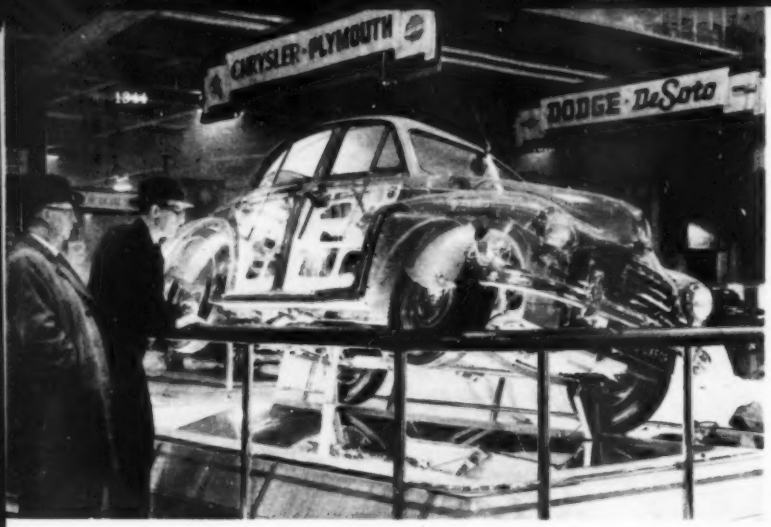
On the larger and more luxurious cars which are displayed in the Show, price tags show that the purchase tax alone may be £2,000 to £2,500, and it is practically impossible for an honest man in Britain to earn sufficient money to be able to buy and operate a high-quality car out of tax-paid income. This was recognized by implication when Sir Stafford Cripps brought the purchase tax on high-quality cars down from 66⅔ per cent to 33⅓ per cent in April, 1950, "in order to keep alive one of our high-quality engineering industries," as business had fallen below the point at which manufacturers could maintain prices attractive to export markets.

Only a year later his successor reversed the decision and, without any regard for its effect on the long-term planning of the industry, imposed a 66⅔ per cent tax on all cars, adding at the same time an increase in fuel tax which brought the total tax up to 1s 10½d a gallon. In these conditions the long waiting lists, containing about a million names, are not taken so seriously as they were and manufacturers are beginning to speculate uneasily on the real extent of the potential home market which now remains, especially as they have already had to ship cars back from overseas markets where local conditions have produced a temporary stoppage in sales.

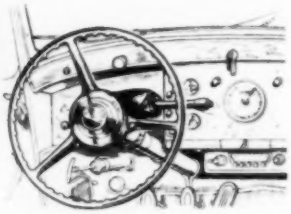
The rearmament drive brings its own problems and in the coming year is expected to impose an overall cut of 40 per cent on production. This in itself makes it extremely difficult to maintain prices at an economic level in factories which

The new facia for the Ford Consul and Zephyr groups the instruments above a shrouded steering column and provides a large parcel shelf in front of the passenger. There is an ash tray centrally placed below the screen-wiper control.





The banking Oxford on the Morris stand has transparent panels and is tilted periodically to reveal constructional details on the underside.



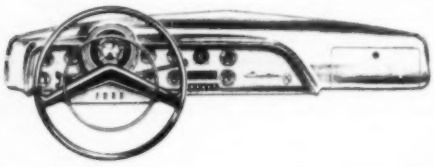
A Rolls-Royce with steering column gear change. This is the left-hand drive, export-only Silver Dawn saloon.

SUMMING UP THE SHOW—continued

have been re-equipped at immense cost in order to build more cars than ever. Vauxhall, for example, have expanded and re-equipped their plant at a cost of 11 million pounds and have not so far been able to build one extra car as a result of the expenditure.

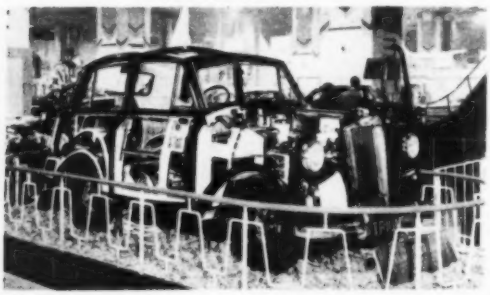
Added to the problems of rising raw material costs, regular wage increases are necessitated by the steady inflation of the currency.

Against this background the contribution of the industry to Britain's economic survival is unique and beyond praise. In 1950 car exports were 398,300, the greatest by any industry in the world, and in the first six months of 1951 British factories produced 244,509 cars, of which 185,923 were exported. Exports to the United States have increased nearly 50 per cent. this year as compared with 1950, and, if necessary, allocations to the home market and even to other export markets will be cut to maintain the pace in dollar markets.



Simple and stylish facia treatment on the American Ford V8 Victoria coupé. The whole panel is perforated to act as a radio speaker grille and a similarly perforated triangle is incorporated as the steering wheel centre piece.

The sectioned Triumph Mayflower has been very extensively cut away to reveal the construction.



In these conditions the Show is inevitably becoming an entertaining spectacle for British people rather than a place where they go to buy cars. The manufacturers appear to recognize this by producing elaborate and costly sectioned exhibits. It is also significant that the new Austin Seven, which would normally be the legitimate goal of so many English wage earners, is shown in railed-off enclosures so that it can be admired but not touched. The spectacular appeal of the Exhibition could be developed further but it would call for changes in the policy of the S.M.M.T. For example, visitors to the Paris Salon were able to inspect the actual Jaguar which won at Le Mans, but this car could not be exhibited in London. There are other sports and racing cars which have powerfully enhanced British prestige by their foreign victories, such as the H.W.M. and the Cooper, but which cannot be exhibited because their sponsors are not members of the Society.

There are more ordinary models such as the Austin A.40 Sports, which made a world "flag-flying" tour this year, that would be of interest if allowed on the London Show stand. S.M.M.T. procedure in this direction appears unnecessarily vigorous and even against the interest of its more enterprising members, although the industry should be presumed to know its own business. The Nuffield group takes a legitimate pride in the fact that it is the first car manufacturer anywhere outside the United States to have constructed two million vehicles, and the actual two-millionth car, a four-door Morris Minor, is on the stand, but under the rules of the exhibition the manufacturers are forbidden to make any display drawing attention to the fact. In days when the Show was primarily a meeting place for potential buyers such rules had point, but now that the vast majority of visitors have no hope of owning a new car in the foreseeable future these restrictions hardly conform with the realities of the situation.

The visitor cannot help wondering how long the international character of the exhibition can be maintained in current conditions. Of the few foreign cars imported for exhibition on the stands the price of those few makes that can be sold in this country is doubled by the current duty and purchase tax. The solitary Ferrari 342 would cost a British buyer £9,800. This is clearly absurd and inevitably a fair proportion of even these meagre foreign imports will be returned unsold. The British Customs and Excise authorities have done nothing to ease the situation by their latest requirements. Not only does the carrier have to enter into a bond of approximately £100,000 to cover possible forfeiture of duty and purchase tax on the foreign cars coming into the Show, but also separate bonds have been demanded from the individual importers to cover transit from the warehouse to the Show and back Thus the British Government

is sure to collect duty and purchase tax even if the car is smashed in the street or if the roof of Earls Court collapses and engulfs it. The inevitable concentration of the British industry on dollar markets has already detached Britain somewhat from the European scene, and it was not surprising to find British manufacturers in Paris looking on uneasily, unable to sell cars while the Germans and Italians took orders for delivery in France. The fate of foreign exhibitors in London emphasizes how little is the progress that has been made in freeing Anglo-European trade in cars.

United States manufacturers are more favourably situated and there is a vast and impressive selection of cars from the American industry. United States Forces personnel in Britain may actually save money by taking delivery of an American car in England instead of buying one at home and shipping it over here. They are exempt from paying import duty and purchase tax, and by buying through the P.X. (the American "Naafi") they obtain a discount of 5 per cent on the normal list price. Sales of this nature plus the cars sold to the growing army of diplomatic and other privileged personnel attached to international economic and cultural organizations, account for an appreciable import of American cars into Britain and should guarantee their continued appearance at the Show.

Outstanding among the special displays is the X-ray Minx. This is an extension of the ideas previously employed in the Ghost Minx, which had transparent panels revealing the construction of the car and its mechanical details. By the simple expedient of using dyed Perspex instead of clear sheet for the body panels the car now looks like a perfectly standard dark blue saloon until the interior lights are switched on, when the constructional features are revealed in bright colours and gleaming chromium. This highly specialized production is understood to have cost approximately £15,000.



From a nationalized factory in France comes the Renault Frégate saloon, with 2-litre four-cylinder engine at the front, driving the rear wheels in the orthodox manner.

Another adaptation of the transparent panel technique is the special Morris-Oxford which comes to the Show from the South Bank Festival Exhibition. The car is beautifully prepared, with many components chromium plated, and it stands on a mirror which reveals the details on the underside when the car is tilted sideways by an hydraulic ram. The Triumph company have a carefully sectioned Mayflower saloon revealing the constructional details of its body-chassis structure, artistically mounted on a carpet of crushed golden velvet. On the Austin stand the centres of attraction are the two turntables on which examples of the Austin Seven revolve to display the details of external and interior finish. These cars are standing on quilted velvet in deep crimson lake.



Frontal appearance of the Mille Miglia Frazer-Nash is improved by fitting the same radiator grille as is used on the Le Mans model. The car at the Show is finished in burgundy red.

The artistic appeal of the Show is considerably improved by generous use of floral displays and a good example, as usual, is the Jaguar stand, which this year features a black Mark VII saloon on a turntable cleverly disguised as a circle of crazy paving in an old English garden. The floral note is also used by Ford in an ingenious artificial lily-pond. There are five lilies, which periodically unfold their petals to reveal models of the Consul saloon and its suspension, power unit and body-chassis structure.

An irresistible attraction for both the schoolboy and the technically minded adult is the stripped chassis and this year there is an unusually interesting selection. Aston Martin have a DB2 chassis showing the special built-up girder construction in square-section tubes. This is backed by beautifully finished examples of the DB2 saloon in red, white and blue, an appropriate Festival year colour scheme which, it is surprising to find, has not been more widely adopted. There is also a chassis on the Lagonda stand providing an opportunity to examine the cruciform frame and the mechanical details of the only all-British production car which has independent suspension for all four wheels. Another magnet for high-performance enthusiasts is the Ferrari stand where the long-wheelbase 212 Export chassis is shown for the first time. This is the British public's first opportunity to

Continued on page 1350

Four of a kind. Exemplifying the Alfa Romeo policy of higher production at lower prices, these four Type 1900 saloons differ only in their colour schemes.





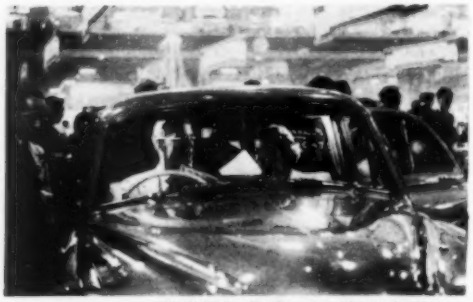
SELLER'S MARKET (1): There is nothing to stop a British motorist from ordering one, but many things to stop him from getting it. And when it comes to quoting delivery delays there is an understandable reticence. Years in the plural sound a long time.



SELLER'S MARKET (2): But for the overseas customer, conditions are different. Admittedly, there are not enough ships for all purposes, and some countries do not import British cars. But on the average it is yours for the money, and sometimes "off the floor".

SHOW REPORT ON HUMANITY

THE CAMERA WORKS UNOBTRUSIVELY AT EARLS COURT



ONE FOR US: The new Vauxhall Wyvern can be described as a vehicle for the family unit. It can also be a dream car in which youngsters can see the world; the new i.f.s. will take care of any road.



HANDICAPPED: There is a special interest in enquiries from the disabled, for they stimulate design ingenuity. It may be in a tool easily used from a fixed position, a gadget to help hand-propelled progress, or even a special adaptation of car controls.



ECONOMICS (1): "Everyday things cost less", and the display artist has drawn two hands pointing. But only to a diagram of that motorway network that was never built . . .



ECONOMICS (2): . . . whereas the Hooper Straight Eight Daimler is a fact, however fantastic it looks. But it is not an "everyday thing" and no one seems to know how much it cost



MILITARY PREFERENCE (1): A British six-cylinder, Lieutenant, true to tradition, and just the thing for your highways in the U.S.A.



MILITARY PREFERENCE (2): Delahaye . . . it's a good-sounding name, and if I get posted to N.A.T.O. forces on the Continent, it would be just the thing for those long, straight, *Routes Nationales*.





FEMININE ANGLE (1): It's as smart as a Windsmoor, and you would look your best in it. And everybody knows the Midget. Besides, why shouldn't ladies drive open sports cars?



FEMININE ANGLE (2): Four cylinders, they call it the Anglia, and all the shopping can be put in the back. I believe you can get a completely reconditioned engine very reasonably when this one wears out.

STUDENTS: For the engineer there are the bulky special numbers, and what is Greek to the layman is as plain as Gowers to him . . .

. . . or there is the daily paper while the men keep talking DB2 and b.h.p. I wonder who will get in, after all? The weekend will see the answer.



SHOW REPORT ON HUMANITY
continued



YOUTH AT THE HELM (1): There's a fence round it, so he can't try what it feels like to be a driver. A pity, because it's the new Austin Seven . . . just about the right size.



YOUTH AT THE HELM (2): A lovely big wheel, with spring spokes and a horn ring . . . Austin Sheerline . . . Perhaps one day . . .



YOUTH AT THE HELM (3): I could drive one of these, I'm sure. And it probably goes really fast. After all, Stirling Moss uses one . . .



FORESIGHT SAGA: Yes sir, Christmas is coming, and you will need Parsons Non-Skids. This one, for instance . . . and the best of it is you can buy them.



SOUND PURCHASE: It may not be Beethoven, but it's a music you have got to live with for some years. So see what it sounds like and place your order now . . . (Lucas horns.)



HELP FOR THE AGED: You may need him as your car grows old and remains unrenewed. In any case, that salute never fails to fill you with a sense of well-being.



HEADS: Transparent bonnet for an Oxford from Cowley. Wonderful how they make these things. There's still plenty of craftsmanship about, and this country needs to use it . . .



TAILS: Orthodox if you like, but don't forget that "orthos" in Greek means right. And half-elliptic rear suspension is all right—particularly as made at Abingdon-on-Thames. And the position of that hand brake is *dead* right.





A GREAT PUBLIC: Just people—men and women—looking and looking at cars. Their thoughts are in their expressions, and their expressions were caught by the Leica of Ronald Easton, *The Autocar* photographer.





The new Lanchester de ville convertible, first shown in Paris, has power hood operation to the de ville position and is completely closed by hand.

SUMMING UP THE SHOW

(*Continued from page 1345*)

examine a Ferrari thoroughly. The V-twelve engine on this chassis has a single carburettor on a water-heated inlet manifold and the gear box has five speeds. The long 212 and the long America chassis both have the new rear suspension with double-tier half-elliptic springs. The 4.1-litre engine in the Type 342 America saloon with body-work by Ghia has three Weber double-choke carburettors with six air cleaners, but the compression has been reduced to 7.5 to 1 and it gives approximately 180 b.h.p. at 4,800 r.p.m. as against the 216 b.h.p. at 6,000 r.p.m. yielded by the similar engine in the short-chassis sports model. The long chassis with a wheelbase of 104 inches is intended to have a four-speed all-synchromesh gear box but the car at Earls Court has a five-speed box, in common with the short-wheelbase Export model. All brakes have two-leading shoes and there are twin master cylinders.

Among the smaller sporting chassis the Jowett Jupiter is an outstanding exhibit finished in blue and chromium. Minor modifications since this chassis was first exhibited include the re-routeing of the exhaust system, to pass inside the frame members instead of outside. Morgan show the sparkling Plus Four chassis in black and chromium, very much the same as it was exhibited last year. It does not have the latest hot-spot manifold on its Vanguard engine but this will be incorporated in the production models.

Two more chassis exhibits are the Rover and the TD M.G. Other mechanical exhibits include a sectioned Chrysler V-eight engine showing the hemispherical combustion chamber and push-rod valve gear. It reveals details of the exhaust heated hot-spot on the inlet manifold and the water-heated carburettor body. Vauxhall show the suspension and steering assembly from the new models, revealing the unusual construction of the wishbones, which are made from steel pressings.

The main effect of material shortages is an overall reduction of output but on several cars the external finish has been modified to conform with Government requirements. Both Morris and Armstrong Siddeley show cars with painted grilles and plated surrounds and there are painted bezels to the head lamps. The main object of the plating regulations is to conserve nickel; Morris are therefore using stainless steel for window frames and have reverted to the use of bright metal for wheel hub-plates after a period when they were painted. M.G. and Riley cars are shown with painted head and side lamps. The Show finds the industry in a transition stage where the full impact of rearmament shortages is not reflected in any extensive changes of finish or equipment. Some cars such as the Hillman Minx have more external brightwork than ever, a feature appreciated in the U.S.A. in particular. French cars like the Simca, Salmson and Panhard use aluminium for external hardware but this is not popular with the British industry.

The new bumpers on the Standard Vanguard are single-piece pressings interchangeable between front and rear. To discourage rusting at the edges the overriders are separated from the bumper face by plastic packing, a method also used on the Austin Hereford. Other innovations on the Vanguard are a new front grille and a larger rear window. In the Triumph range the changes are mainly in details, apart from the introduction of the Renown limousine on a chassis with wheelbase three inches longer than that of the saloon. The little Mayflower saloon now has a larger heater of 3½ kilowatts.

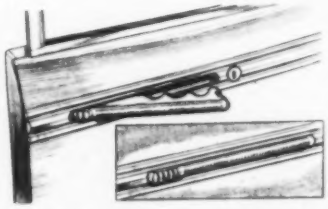


For the first time the Nash Rambler station wagon is seen in England. The Rambler is a small U.S. car which is competing with European models in America.

On the Vauxhalls, engines are basically similar to those of the previous models but several minor changes are incorporated. A new sump is fitted to the Velox to clear the front cross member in the new car and manifolds on the engines have been modified so that carburettors are truly vertical when the engines are inclined at an angle of 5 degrees. Previously the engines were inclined at only 1½ degrees in the car. With the trailing arm front suspension used on the previous cars there was a tendency for the front of the car to rise when the brakes were applied. Conventional wish-

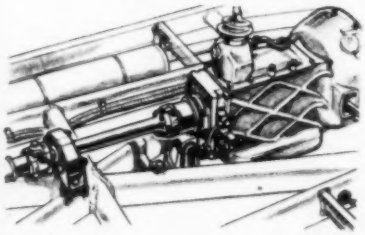
A neat parking lamp incorporated in the waist moulding on the Renault Frégate.





Flush-fitting door handles faired into the waist moulding on the Salmson Randonnée saloon from France.

Centre section of the Ferrari 212 long-wheelbase chassis, showing the five-speed gear box with pressure feed to the bearings and vent pipe on the top. At the back of the gear box is the flexible rear mounting for the power unit. The centre bearing for the divided propeller-shaft is also flexibly mounted in rubber.

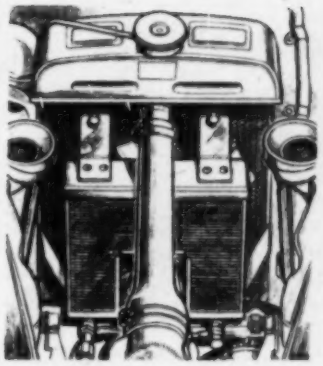


bone suspension permits the front end to drop if flexible springs are used in conjunction with powerful brakes and to combat this tendency Vauxhall fit the rear axle well forward on the rear springs.

Potentially, the biggest seller among the new models is, of course, the Austin Seven. R.A.C. ratings have no practical significance nowadays but by that unfortunate formula the car is, in fact, a Nine, coming as successor to a pre-war "Seven" which was always taxed as an Eight. The engine resembles that of the larger A.40 but the arrangement of the gear box is different, with the shafts placed side by side and the selectors on the side of the box. There is a deep sump extending up to the centre line of the crankshaft. The thermostat is housed in the cylinder head casting and a steel gasket is used between head and block. A Hobourn Eaton oil pump is mounted at the rear end of the camshaft and the oil filter is in a housing attached to the side of the sump. Single valve springs are employed, with the usual Austin circlips round the collets to prevent them falling out and allowing the valve to drop into the cylinder should a valve spring break. The clutch withdrawal mechanism employs a carbon thrust block but is otherwise similar to that of the Vauxhall, using no cross-shaft. The camshaft chain wheel has the familiar Austin synthetic rubber packing to maintain chain tension. Positive lubrication is arranged for the gear box rear bearing by casting a trough in the side of the box which catches oil flung from the gears and drains it into the bearing. It is hoped that the first production cars will be delivered early in 1952.

Changes in the larger Austins include the steering column gear change and new facia panel for the A.40 already seen in Paris. The A.90 saloon appears with a bright top covered in light brown vinyl sheet matching the upholstery and makes an interesting contrast with a similar car shown in Paris which had a glistening top covered in a woven blue nylon material. This "hard top" body style continues to enjoy extraordinary popularity; Jensen have adopted it for a new Interceptor coupé and the latest American example is the Hudson Hornet Hollywood coupé, shown with a cellulosed metal top.

The Riley was the first of the British post-war cars to exploit the style possibilities of a fabric covering for a saloon roof, and there are two red saloons with tops covered in bright red plastic sheet. Recent developments in plastic materials have made available a fine durable and flexible material with the appearance of leather which replaces mohair on the Sunbeam-Talbot and Minx convertibles and is also used on the convertibles evolved by Carbodies for the Lanchester Fourteen and Ford Zephyr. The latter is a new model shown in prototype form. It has a three-position head which folds manually to the de ville position and is then drawn down hydraulically. The linkage pushes the rear back-rest forward slightly so that the hood clears the passengers' heads as it goes down. Body panels are basically those of the Zephyr saloon, but the body has two doors and the rear wings are not detachable. Development work is not complete on the structural revisions necessary with convertible bodywork and deliveries will not commence for several months. Price is £620 plus tax.



There is now an oil-cooler in front of the radiator block on the Jowett Javelin; the engine on this model has its radiator at the rear.

Ford Consul and Zephyr cars are shown with a new facia which will be going into production in a few weeks' time. To meet the demand for more parcel space, the instrument panel has been moved to a position above the steering column, leaving room for a full-width parcel shelf. Other changes include different badges, and the plated strips on the waistline now stop just behind the rear quarters instead of continuing down the edges of the rear wings. Straightforward white knobs are used for the gear lever and switches. A Consul is shown fitted with all the standard extras including wing mirrors, radio, gay tartan loose covers and lockable filler cap.

Several modifications have been made to the Sunbeam-Talbot 90 saloon since last year's Show. The clock has been mounted in a small fairing over the screen, making space in the main facia group for the thermometer. The front seats are now the bucket type with rounded back-rests and shaped cushions to give lateral support when cornering, a change directly resulting from competition experience. There are arm-rests on the doors shaped to act as grab handles and more leg-room has been provided in the rear by redesigning the rear seat back-rest. One of the cars is shown in a new colour, gold-dusted beach green, and there is a white convertible upholstered in red leather which might well have an appeal in some of the sunnier export markets. Pillarless construction is retained between rear door and quarter window, but a rubber sealing strip is added where

(*Continued on page* 1354)

Ford show a prototype of a convertible model of the 2-litre Zephyr. It is based on the same integral body and chassis pressings as the saloon, stiffened and reinforced to meet convertible requirements.

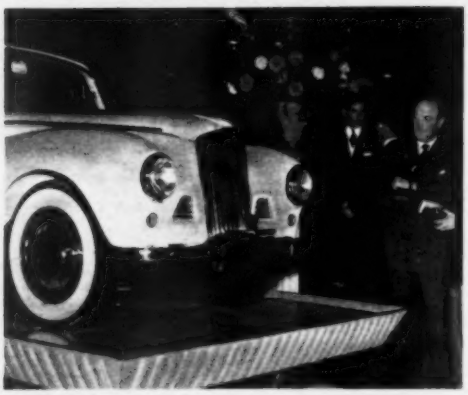


PICTORIAL SUM-UP





The new Vauxhalls have an interior release for the luggage locker lid.



Mr. Norman Garrad, sales manager of Sunbeam-Talbot, now fully recovered from the serious injuries he received in a car crash early this year, surveys the special Sunbeam-Talbot convertible finished in white and upholstered in red.



A new American model, the Hudson Hornet Hollywood coupé. It has America's most powerful six-cylinder engine, a 4.9-litre side-valve unit giving 145 horse-power.



To avoid the use of a thick door, the new Austin Seven has external hinges. The forming of the sheet steel at this point is interesting.



Latest body style on the Nash Rambler is this Country Club two-door saloon with wrap-round rear window. The grille at the centre of the scuttle is for ventilation ; those at the side are for ornament.



Luggage locker of the Austin Seven, showing the stowage of the rear wheel.



As now fitted to the sports Healey, the 3-litre Alvis engine has an increased power output. Healey models now number three.





A bold and original air intake in the best modern manner seen on the Ford Comète coupé. Bodywork of this car is by Facel Metallon of Paris.

Left : The XK120 Jaguar in its latest form, as a fixed-head coupé. It will be interesting to see the effect on maximum speed of the elimination of the cockpit eddies inseparable from an open car.



On the Sunbeam-Talbot 90 the clock has been placed above the screen between the sun vizors, leaving room on the facia for the radiator thermometer.



The Oldsmobile 88 with the 135 b.h.p. Rocket V-eight engine has the reputation of being one of America's fastest cars. It has a Hydramatic transmission.

SUMMING UP THE SHOW:

continued from page 1351

The need for full support when cornering fast has produced deep side pads on the seat of the Allard J2X which is a more comfortable car now that the engine has been moved forward in the frame. A mechanical exhibit on this stand is a De Dion axle casing with quick-change final-drive ratio. The drive passes back below the differential and then up via a pair of spur gears to a spiral bevel final drive. The spur gears are sealed off from the main transmission housing, and can be changed to give another drive ratio in a few minutes without draining the oil from the main casing.

Modifications have recently been made to the Riley 2½-litre engine with the object of obtaining increased power and quieter running. A different camshaft is used, the inner valve springs are stronger and the compression is slightly reduced. The output is brought up to 110 b.h.p. at 4,500 r.p.m. instead of 104 at 4,400. Oil pump delivery has been increased by 20 per cent, and the connecting rods are now split at an angle. Rolls-Royce and Bentley cars are all shown with larger engines of 4.6 litres. The increase in swept volume is said to give the standard Bentley saloon a maximum speed of 100 m.p.h. In appearance the car is unchanged, but the presence of the larger engine is indicated by the twin tail pipes of the revised exhaust system.

On the Jowett Javelin de luxe saloon, the interior finish, which has steadily been becoming more luxurious, is further improved by a wooden facia panel with flush-mounted instruments, and there is a sliding ashtray of sensible size. The Jupiter convertible now has a metal facia with the instruments neatly grouped in the centre, a style more appropriate to a sporting vehicle which will be used with the hood down for much of the time. The Jupiter has an oil cooler hung just in front of the radiator block and there are changes in the intermediate gear ratios—two developments proved by competition experience.

Modifications to the Morris Minor include an ashtray in the centre of the facia panel, and the tourer has glass quarter panels which are permanently erected instead of the side screens formerly used. This practically completes its evolution into a true convertible. The little rear-engined Renault 750, assembled in England from French components, is shown with attractive drop-head coachwork upholstered in finely pleated leather. The larger front-engined Frégate has not yet emerged from the pilot production stage in France and is represented on its first appearance in England by one dark blue saloon.

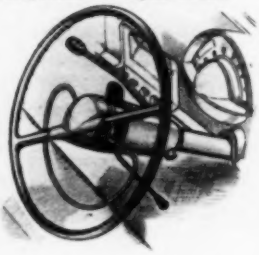


One of the outstanding showpieces of the exhibition is Hillman's X-ray Minx. It has the appearance of a normal blue saloon but when the interior lighting is switched on its constructional details are clearly revealed. Standing beside the car in the lower photograph is Mr. Geoffrey Rootes.



Elsewhere

The coachwork section of the Show presents the usual magnificent array of limousines, town carriages, and luxurious touring cars, demonstrating once again that the British specialist coachbuilder has no peer in this sphere. Unfortunately, the London Shows since the war have left an impression that the British coachbuilder is unlikely to turn his hand to anything else and the field for the more sporting fast touring car is being left entirely to the Italians, with the French offering competition which, on the evidence of this year's Paris Salon, seems at last to present an effective challenge. This is just another example of the distortion produced by taxation. There are designers and coachbuilders who would like to produce examples of new



The gear lever on the Simca Aronde can be locked in neutral for parking in public garages or in reverse to prevent the car being towed away if left in the street.

On all counts from sheer elegance to pure practicability the VANDEN PLAS Princess II is as pleasing to the man of business as to the man who takes a pride in his motoring



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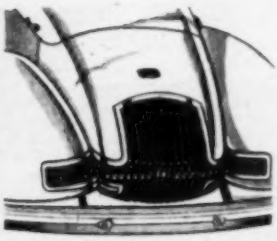
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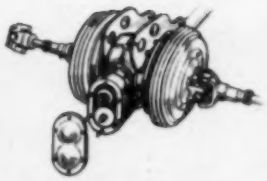
GOODYEAR

FOR LONG LIFE AND LASTING WEAR



Typical of the trend towards simpler front end styling on American cars is this Chrysler Windsor. The engine in this model is the side-valve six of 4.1 litres giving 116 b.h.p.





The Allard saloon has a modified radiator grille which is not so deep as the previous one. Right : Quick changes of axle ratio can be made by removing the rear cover plate on the Allard drive casing and substituting a different set of spur gears. The drive from the engine passes under the differential and then goes forward via the upper shaft.

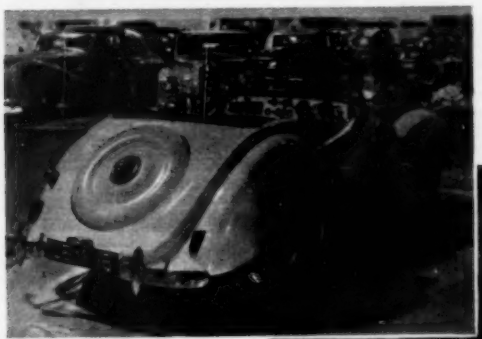
SUMMING UP THE SHOW: continued

styles on the smaller sporting chassis, but by the time a man has attained a position where he is able to contemplate ordering a car with special bodywork and paying the British taxes on it, his taste for innovations is waning and he tends to prefer the established and familiar styles. Years of innate national conservatism also have effect, and many who would like to own opulent cars find it more discreet to use an inconspicuous model finished in black.

All the more credit, therefore, to Sir Bernard Docker for commissioning Hooper to produce the most luxurious Daimler it is possible to make, regardless of cost. With every piece of bright metal on the exterior gold plated, even to the bumpers, wheel discs and radiator shell, and many interior fittings made of solid gold, this car casts a special radiance over Earls Court, a vast ferro-concrete cavern where daylight never penetrates. Opinion is sharply divided between those who profess to see it as the ultimate vulgarity and those who stoutly maintain that such richness and superb craftsmanship are the kind of stimulus that Britain needs. Certainly the British have existed for so long in a twilight world of austerity and squalid makeshifts that the Daimler comes as a disturbing visitant from another world, exciting the same mixed emotions as were aroused by the recent Bestegui party in Venice. It is a magnificent gesture of defiance against the doctrine that all men should be satisfied with such amenities as the State cares to hand out with the rations.

And while seeking for the implications behind the exhibits, it is worth pausing before the magnificent display in the caravan section. Here is an industry which began modestly building holiday trailers for motorists who loved the open air life. Now, vastly expanded, it turns out large and beautifully equipped vans in a vast range of styles and sizes. There are factories building as many as 100 a week. Some of the vans are so big and heavy that only the biggest cars can hope to move them. There are even double-deckers; they have bathrooms, kitchens and roof gardens.

The fact is, of course, that they are not primarily meant to be towed at all; they are the nearest thing to a permanent home that thousands of people can hope for.



A style which is staging a come-back : the two-four-seater sports tourer exemplified by the 2½-litre Lea-Francis with four-cylinder o.h.v. engine developing 100 b.h.p.



A new body style on the Hotchkiss is this Anthéor convertible on the 3½-litre six-cylinder Paris-Nice chassis. The engine has twin carburettors.

GRAND PRIX IN LONDON—AT LAST!

STIRLING MOSS WINS MOTOR SHOW EVENT, THE G.P. D'EARLS COURT

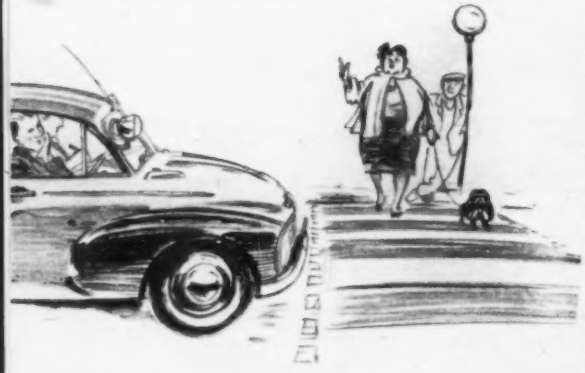


"... longest Le Mans start ever made ... we piled in ..."

AT this time of year—except last year, when we hadn't any printers—*The Autocar* office is always in a more than usually chaotic state while the three Show Numbers are being produced. Now, the Exhibition opens on a Wednesday, and it is the pride and joy of our ever-loving Editor that the issue of the journal which graces—if you are *very* lucky—your breakfast table two days later contains, by tradition, a picture of the opening ceremony, or some such.

Printing schedules being what they are these days, this necessitates Special Arrangements; these include: (1) a photographer standing by to take the picture at x.01 hours approx.; (2) a member of the Editorial staff—usually the sporting section—standing by with automobile to transport photographer, picture and all back to Dorset House, arriving x.40 p.m. at latest; (3) various other members of the photographic staff standing by to develop and print the thing ready for another short car ride to (4) a blockmaker standing by

"... accompanied by a disdainful Pekinese ..."



to follow his trade and provide the printers with the result by y p.m.—also at latest.

Now this must obviously be done without attaining excessive speeds, or taking unnecessary risks; this is, as may well be imagined, quite fun for the participants, so this year it was decided to make a full-scale event of the whole thing. After all, who better able to provide safe and fast transport for the precious plates than a real racing driver? Therefore, in the teeth of attractive offers from B.R.M., Alfa Romeo and Ferrari, *The Autocar* signed up Stirling Moss for the Grand Prix d'Earls Court—and the race was as good as won. (Actually, what really tipped the scale was the fact that I promised him an introduction to ... but we needn't go into that now.) Also, we did an unusual thing; we insisted that our driver provide his own car for the great race, as all of ours were worn out already with dashing to and from pre-Show parties—I mean with urgent Show journeys.

The Équipe

So it came about that an anxious group consisting of Stirling (with pre-race nerves), Gordon Horner (complete with drawing board, ready for the fray) and myself (because I wasn't going to be done out of the ride just because the firm had engaged a real driver) stood waiting by *The Autocar* stand at noon on the fatal Wednesday. And then the photographer fell down the stairs from the gallery with a box of equipment, a tripod and a triumphant expression—and all was ready. Out of the doors we sprinted (this was the longest Le Mans start ever made), across the forecourt and the main road, into the side road where the car (Stirling's faithful Morris Minor, the Minnow) stood in echelon against the kerb. We piled in, and, almost before Gordon's drawing board had followed him in, the car was away; a beautiful start, with no more than a trace of wheelspin.



"The reverse of an internal coolant."

The next crowded twenty minutes justified to the full the choice of both car and driver. Through London's traffic at a busy time, Stirling threaded his way safely and with the minimum of delay, while his passengers got the impression on more than one occasion that the Minnow tucked its elbows into its sides, so to speak, to pass through gaps which were there one second and gone the next. Due regard was paid to traffic lights and free passage given to pedestrians on those striped patches of roadway which have recently made their appearance on our highways; once we stopped





The artist's hand starts to shake, and the navigators lose interest in the route; wonderful what you can do with these little cars!



"Tucking its elbows into its sides."

to allow a veritable duchess to trip lightly across, accompanied by a disdainful Pekinese who had obviously never heard of S— M—, or didn't reckon him (as the Aussies say) if he had.

So much time did we gain over schedule that the team manager flagged the car into the pits for a refuelling stop. This was quite a snappy operation, in spite of the necessity of standing in a queue to obtain use of the pressure refuelling equipment (which was much more highly plated and better finished than most of those items of equipment are) and the fact that the fuel was apparently stored therein at a much higher temperature than could be tolerated in use; the reverse of an internal coolant, in fact. Fortunately, nobody remembered to start the stopwatch, so the time lost at the pits could not be recorded.

Then back into the car and off again; into and round Sloane Square, slipping with precision between converging buses like a Simca between Talbots (poetic licence), and thence round the back of Victoria Station. Now the race was three-quarters run, and such was the lead established over the second man (an errand boy on a double-knocker tricycle, which gave the impression of being rather low-geared for the circuit) that Stirling was signalled to slow slightly, to make certain of success. At this juncture the floorboards on Horner's side of the Minnow resumed their normal shape, while at least one occupant of the rear seat sighed thoughtfully and ceased to feign an interest in the carpet.

So the triumphant Minnow slid smoothly to rest in Stamford Street, the major part of its mission accomplished, with time in hand. But in place of the normal cheering thousands to greet the victor there were only the usual uninterested dozens of denizens of the district, plus Donald Osmond, head of the photographic department, standing on the pavement anxiously awaiting the precious cargo. And after the chemical mysteries had done their part of the job, the final short flip was accomplished in almost no time at all —and *The Autocar's* part of the schedule was completed for another year; the Earls Court Grand Prix was over.

Now, all this may seem to have been a lot of unnecessary fuss about nothing—but you won't get those who took part to admit that; already there is talk of making it an annual event! And the extent to which it occupied the minds of the rest of the staff can be judged from the following abominable little ditty from the pen of one completely unconnected with the run: this must be sung to the tune of Mr. Gallagher and Mr. Sheen (or, if you prefer it, Mr. Mercer and Mr. Crosby).

Oh, Mr. Stirling . . .
. . . Yes, Mr. Cooper?
Is that a Belisha beacon that I see?
It was nothing of the kind—and by now it's far behind;
What, already, Mr. Stirling? . . .
. . . Yes, indeedy, Mr. C.

J. A. C.

What, again?





THE AUTOCAR,

Bentley, Daimler, Rolls-Royce . . . Three of the quality cars, shown with coachwork by Hooper.

by
A. G. DOUGLAS CLEASE,
B.Sc., A.M.I.Mech.E.

CLEAN LINES AND FEW FRILLS IN THE SPECIALIZED COACHWORK

TAILORED ELEGANCE

IN coachwork design there is nothing radically new at Earls Court. Rather have the specialist coachbuilders during the past year perfected the lines which they have gradually evolved during the post-war period.

One thing is very noticeable—that the full-width front in the Continental style is very little in evidence. Instead of the bonnet tending to lose its sides completely, their place being taken by the metal forms by which the front wings merge into the bonnet, there is, on many of the strikingly handsome examples of British coachwork, a very definite tendency to retain the individuality of appearance given by the tapering bonnet lines as exemplified on the many Bentley, Rolls-Royce, Daimler and other chassis. This is partly, of course, owing to the distinctive radiator design of such chassis and is only to be expected because of the difficulty of mtaintaining individuality of appearance if any attempt is made to mould the conventional radiator into a full-width front.

This tendency has resulted in the slab-sided body virtually disappearing so far as British specialist coachwork is concerned. Instead, the long, sweeping lines of the front wings are almost invariably continued backwards over the doors to meet the rear wing lines, which are usually developments of aerofoil design.

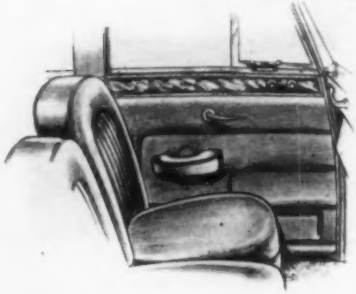
With regard to the construction of the wings only the front portion of the front wings forms a separate unit, because the continuation of the wing line across the doors is an integral part of the door panelling, and almost universally the rear wings are formed as lateral extensions of the lower body sides and sweeping tail panels.

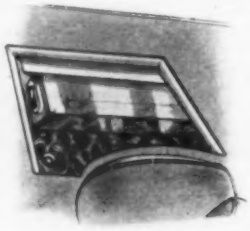
Considerable ingenuity is displayed in the treatment of the large expanses of panelling involved in these long, sweeping wings. Thus on the E.D. Abbott black and cream two-door Bentley convertible, the surfaces are unbroken in any way except for the hinge and shut lines of the doors. The rear wings, also, have full side valances which enclose the wheels and the effect is quite pleasing when a distinctive colour scheme is used, as is the case on this car.

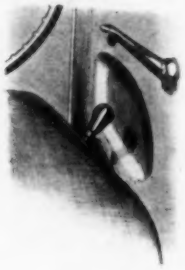
On the Saoutchik two-door Salmson saloon, finished in maroon, the large side expanse of wing surface is relieved on the front wings by three tear drop-shaped motifs which appear to act also as ventilators. But on a similar model finished in beige the lower parts of the side valances stand out slightly on the panelling above them and give a definite line which is emphasized by a fine black line painted on, giving almost the effect of a beading.

This raised treatment of wing sides is to be found on a number of other cars, such as the grey four-door Bentley saloon by James Young. In this case the bottom edge of the body sides is relieved by a bright moulding and the waist line is emphasized by a raised moulding on which is mounted a narrow chromium-plated portion in which the fixed

Left to right : A Bentley sports saloon by Rippon has unusual white piping on red leather upholstery : For the quick feminine glance before leaving the car the Rolls-Royce Silver Dawn has this mirror-backed alcove at the side of the rear compartment. A small light is on the left, and the sill is in polished wood : A Bentley by Freestone and Webb has this recess in the front door, to allow for use of the gear lever, which is, of course, on the right of the driving seat.







handles of the doors are incorporated, the doors being controlled by push buttons.

Another treatment is adopted by H. J. Mulliner to relieve the large side expanse of front wing, there being not only a definite line given by raising the side area in relation to the crown of the wing, but also a definite rib formed round the lower edge of the side valance surrounding the wheel aperture, from which a further tangential rib runs backwards along the wing, accentuating its lines. Similar treatment is used on the rear wings.

The dark blue four-door Bentley saloon, and also the two-door model in green, which closely resembles it in outline and proportions, are of light alloy throughout, standard sections being used for the framework wherever possible. The saving in weight is, of course, appreciable.

Another novel point about these two cars is that, although they are not of the square-edged type, use is made of the square-edge principle to show a sharp line along the cant-rail and across the back of the roof above the rear window.

Razor-edge Designs

Of true square-edge or razor-edge lines there are several examples, such as the two Rolls-Royce four-door saloons on the H. J. Mulliner stand, and from these it will be seen how the characteristic and distinctive radiator lends itself admirably to such treatment of the body. The square edge is also seen on the two-door Bentley saloon finished in grey and green by Hooper, and also to a less marked degree on the Vanden Plas Austin Princess. A feature of the latter car is the unusual shut line of the rear door, which has been designed to give the maximum amount of room for the shoulders of the person entering or leaving the car, while to make access to the rear seat easy the side arm rests are pivoted so that they can be swung upwards against the rear squab.

Sharp edges are also a feature of the immense Straight Eight Daimler saloon which is a cynosure of all eyes on the Hooper stand. Although few laudatory comments are heard concerning the finish, which is lavish in the extreme, the lines of this body are, in general, excellent, because it is no easy matter to give such a large car a well-proportioned and graceful appearance. It may possibly be thought that the curved screen does not blend so well with the sharp edges of the coachwork as does the single-panel screen of the four-door, four-light Rolls-Royce saloon on the same stand, the proportions of which are well set off by the cream and black colour scheme.

There are a number of dual colour schemes, one of the most pleasing being the silver and burgundy adopted for the three Park Ward exhibits, a two-door Bentley saloon, a four-door, six-light Rolls-Royce saloon and a two-door Bentley convertible. Incidentally, these three cars show three distinct methods of utilizing two colours. The Bentley saloon has the body structure in silver and the wings in maroon, whereas the Bentley convertible has maroon above the waist moulding and on the front wings only, the rear wings, body and bonnet sides being in silver. Finally, the Rolls-Royce saloon has the wings and sides in

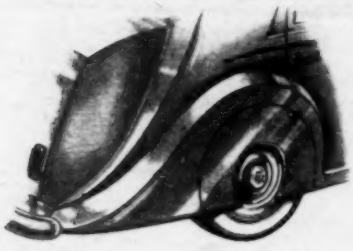


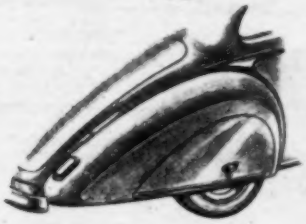




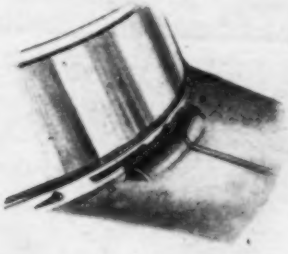
Top to bottom : An Austin Hereford convertible shown by Carbodies, with de ville opening of the front part of the hood : the 2½-litre Daimler sports coupé by Barker ; and a smooth Saoutchik Salmson with polished wheel discs and multiple bonnet-top louvres.

The Silver Wraith has this unusual knife-edged rear wing treatment, by Vincents of Reading. The cover is detachable, but also leaves part of the hub visible. Right : Winged B and rubbing strip together add distinction to the rear wing of a Bentley by Rippon. A raised portion accentuates and balances the main wing line.

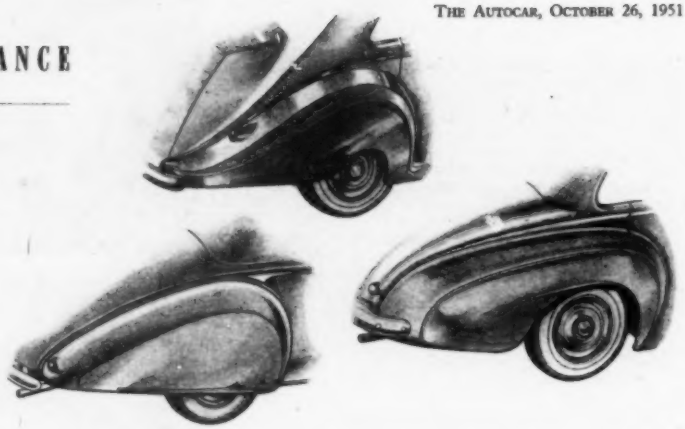




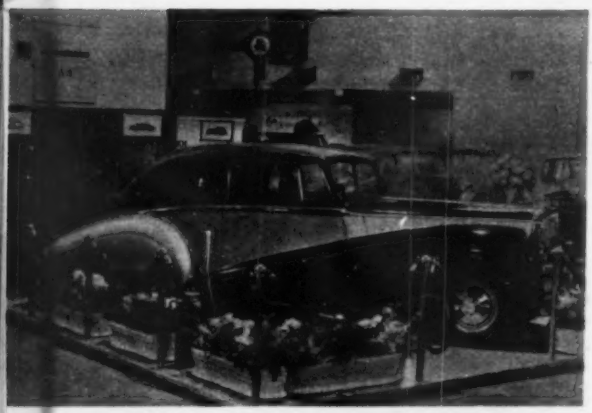
Demister duct exit, on the special Daimler limousine by Hooper which is attracting so much attention.



TAILORED ELEGANCE
continued



Lower left sketch : On many coach-built bodies, the rear wing is hardly pronounced, being more of a fairing than a wing. This delicately shaped example is by Park Ward and is on a Bentley. The other two sketches show knife-edged and elongated styles by H. J. Mulliner on the rear wings of Rolls-Royce (top) and Bentley. The difference in treatment of the stop lights is interesting, as are the apertures.







Three Park Ward bodies, each in maroon and silver, show the variety which may be achieved with two-colour schemes.

maroon, while the silver is applied to the bonnet top and the top of the body, including the luggage locker. In these three cars considerable use is made of light alloy, especially for the doors and locker lids.

Two colours are also used by Freestone and Webb, the four-door Bentley saloon being another example of the popular black and cream style; the wings and body top are black and the sides cream. This is one of the few cars which does not have the wings carried back over the doors, but adheres to the exposed running boards. The four-door Bentley saloon on this stand, finished in two shades of grey, is another good example of this type of colour treatment, the dark shade being above the waist moulding, which is of a type that formerly was very fashionable. The moulding is narrow along the sides of the bonnet and then broadens out at the windscreen pillars and gradually towards the crown of the rear wing, where it divides to run round the wing line itself. The moulding is picked out by fine red and white lines. Again the suitability of the razor-edge style for the Rolls-Royce chassis is emphasized by the four-door saloon finished in dark blue with a pale blue-grey top. A similar moulding treatment is used but is fine lined in gold.

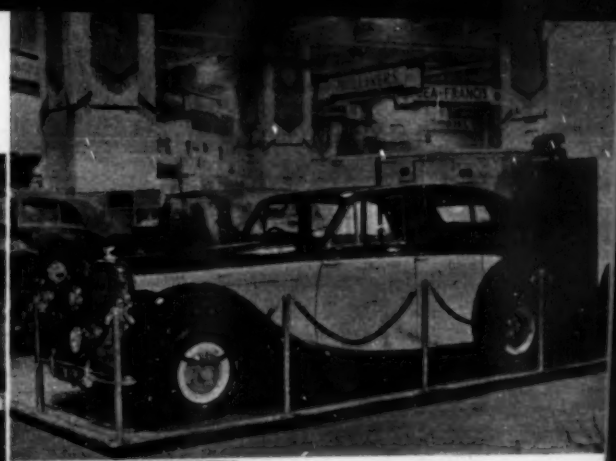
As far as special coachwork is concerned there would appear to be a decided preference for the single-panel screen rather than the curved glass. It is noticeable on the Freestone and Webb Rolls-Royce that the screen pillars are of thin section in order to give maximum visibility for the driver, a point that has obviously been made on many other special bodies.

Rear windows also tend to become wider in the interests of rearward visibility, and this is an important feature in large cars carrying expensive coachwork of exquisite finish, because of the high cost in these days of repairing accidental damage.

Of the few new models in the exhibition the Daimler 3-litre Regency saloon, although a standard production, merits mention in this review of coachwork since the body is by Barker. In this case a curved screen is fitted and the rear window is commendably wide and also has a glass with a considerable degree of curvature. The locker lid is large as it extends almost to the wing line at the sides. It is nicely balanced, and remains in the open position when required, a matter of importance on large cars. Balanced locker lids are, however, practically a standard fitting on most of the highly developed special bodies in the coachwork section.

In the Barker Daimler almost a full-width frontal effect is given by reason of the pronounced curvature which has been imparted to the characteristic Daimler radiator. Definite body sides remain, although these are very shallow, and the bonnet is in two halves, hinged along





In this saloon, Freestone and Webb are uniform throughout the treatment, in the classic style, and the effect is dignified and balanced.

An Austin Sheerline saloon by Mann Egerton.

the centre line, as again is common practice for such cars. Another interesting feature of this particular body is the bold fairing of both the head lamps and, in particular, the wing lamps, into the wing panels. The spot lights are also mounted in the front surface of the wings beneath the head lamps and a little inboard towards the centre of the radiator.

Convertible bodies are not so numerous as at Continental shows, but considerable interest is displayed in the de ville cabriolet design of Carbodies, examples of which appear on Lanchester, Austin Hereford and Hillman chassis. The Lanchester and Austin Hereford have the hood erected to the de ville position by electro-hydraulic mechanism, and a feature is that this also inclines forward the squab of the rear seat so that the occupants lower their heads slightly as the hood moves up or down. Moreover, when the hood is in motion it does not, owing to the de ville extension, project above the line of the screen and, therefore, into the air current over the screen; accordingly, it is not necessary to stop the car to alter the position of the hood. The quarter windows are pivoted and swing down into the body sides and, in the Lanchester, these also are power operated.

The Park Ward Bentley convertible has already been mentioned, and other examples of this type of body are the Tickford 3-litre Alvis, the Abbott Bentley and the all-cream Healey, also by Abbott.

Interior Style

In interior trim and upholstery there is, of course, much variation of style, as in such matters the special coach-builders express their individuality, especially in the use of rare woods for facias and garnish rails. Thus, on the handsome Rippon four-door Bentley saloon the plain red leather upholstery is piped in grey to match the exterior finish, and the piping appears also on the arm rests on the front doors and on the door trim panels. A small but delightful touch is the use of the grey piping round the edges of the red leather-covered sun vizors. A novel exterior decoration on this car is the use of the winged B radiator emblem on the rear wing valances just above their lower edge.

The quiet dignity of all-black finish relieved only by chromium-plated waist moulding and external metal parts is exemplified by the Mann Egerton Austin Sheerline limousine, which has square-edge lines.

Another example of square-edge style is seen in the Rolls-Royce four-door four-light saloon by Vincents, this car being notable for its striking burgundy finish and the somewhat unusual version of the front wing continuation along the bottom edge of the front door. Attention to detail is shown by the leather covering applied to the steering column to match the upholstery.

To revert to the subject of upholstery, there is now almost a standard style in which the squabs and cushions have plain bands round their edges, surrounding central pleated panels. Whether grained or smooth-surface leather be employed is a matter for the customer's individual taste. Leather is also sometimes used for finishing facia panels, and it certainly has one merit in this respect in that it is a surface which does not reflect light.

In the Bentley Countryman by Harold Radford what appears to be a four-door four-light saloon has a luggage locker of enormous proportions, the back panel of which is hinged to open upwards, while the locker lid hinges backwards and downwards so that the entire rear portion of the car up to the squabs of the rear seats presents a very great luggage space. Furthermore, the squabs of the rear seats may be hinged forward under the action of a press-button electrical mechanism and form a flat platform so that the car then forms a two-seater with a vast luggage platform behind the front seats. It is, indeed, a combination of the normal well-proportioned saloon and an estate car.

Quite a feature of the exterior ornamentation is the maroon-coloured moulding running downwards across the doors to disappear at the rear wing line and reappear on the bottom edge of the cutaway type of side valance. A fine maroon line also picks out the waist moulding which,



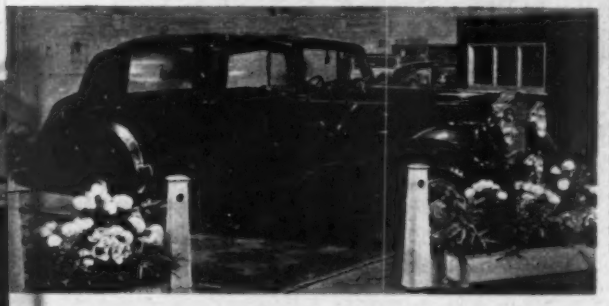
Rear door and window line on the Vanden Plas Austin Princess both lean back, to give better view for the passengers. This is a recent modification.

TAILORED ELEGANCE

—continued—

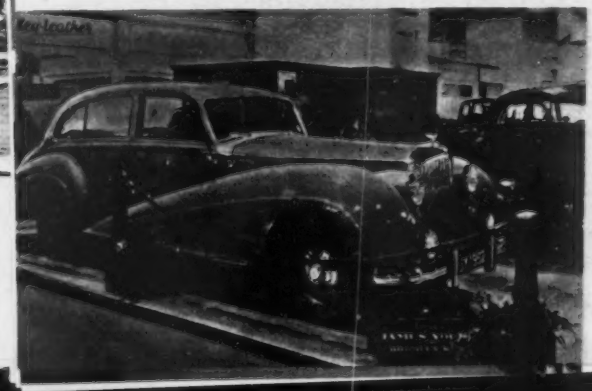


A Bentley by Rippon has a long front wing line and a waist moulding on which door handles are set. The Rolls-Royce, by Vincents (below), has the bottom edges of the doors flared out, which gives the effect of a running board.





An H. J. Mulliner Bentley and the same chassis (below) with a James Young body. Both use the now prevalent emphasized, long front wing line.



together with the remainder of the body, is in a pleasing shade of dark grey.

One of the few full-width front examples of special coachwork is the maroon convertible by Guillore on a Delage chassis. This has the front wings running back parallel to merge into the body sides and the rear wings are formed integral with the rear portion of the body and the well-curved tail, having a pronounced tumble-in towards the rear. To prevent the sandblasting effect of grit thrown up by the front tyres on to the forward edges of the rear wings, chromium-plated plates are fitted. Incidentally, such fittings can be seen on a number of bodies. The full-width front is also seen on the Delage with a Figoni and Falaschi two-door six-light saloon body finished in black which is relieved only by chromium-plated bright metal fittings. Again the front wings run practically parallel into the body sides and the rear wings project only very slightly from the side panelling of the tail.

Chapron, another French coachbuilder, also uses the full-width front with wings which merge into the scuttle and body sides, this style being shown on a maroon two-door, four-light Delahaye saloon. Bright mouldings here again relieve the long expanse of the wings on the bottom edge, and also along the sides about six inches below the crown of the wings. The upholstery in this instance is in pleated style without the usual plain bands round the edges of the seats.

Chromium Relief

Italian design is exemplified by the two Ghia-bodied Ferraris, one finished in dark blue with a silver top and the other a two-door two-seater coupé, in a light metalescent blue throughout. Both show the same type of frontal treatment with full-width fronts, bonnets which curve sharply downwards into typical low-set and wide radiator grilles, with wings which run back into the scuttle and continue rearwards to form the doors. The rear wings appear as aerofoil extensions of the tail panelling and the large side areas of panelling are relieved by chromium-plated mouldings running along the bottom edge and along the sides of the wings in the example of the saloon. Vision is particularly good by reason of the considerable curvature and width of the screen, and, indeed, above the waist-line there are only the screen pillars and the very small quarter panels to obstruct vision and to reflect light. The two-seater coupé, with ample space for luggage behind the seats, has a streamlined rear panel, but otherwise closely resembles the saloon in its general treatment.

A further example of Italian artistry in coachbuilding is seen in the Lancia Aurelia with a cabriolet body by Farina, in which the full-width front and the fineness of the wing line treatment are again apparent. The extreme width of the doors and of the door main glasses is unusual; the excellent fit of the head covering is also evident.

Of unusual material for upholstery there are few examples, but mention must be made of the gold silk cloth used in the black Hooper Daimler Straight Eight, and what appears to be red snake skin in the Kaiser Red Dragon, the same novel material also being used to cover the top of the roof.

Bumpers, in these days, are an integral part of body design, for the simple reason that a beautiful outline can be marred by a bumper which is unsuitable. In general, bumpers tend to become larger and more imposing in section, although the excessively massive section usual on so many American cars is avoided. The wrap-around bumper also does not find favour on special bodies, because any sideways extension is apt to spoil the sweeping lines of wings.

In the matter of quality of finish British coachwork still stands supreme, and this was a point that was remarked upon at the recent Paris Salon, and is again made very evident at Earls Court.

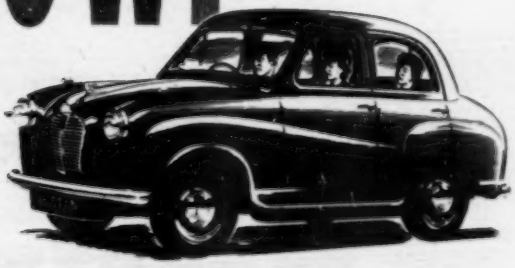
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The Cadillac engine fitted to the new J2X Allard is visible through the transparent bonnet side of the exhibition model.

by J. A. Cooper
A.M.I.Mech.E., M.S.A.E.

Enthusiast's Viewpoint

MANY SPORTS CARS OF INTEREST ARE TO BE SEEN AT EARLS COURT

THE Motor Show at Earls Court has always been the Mecca of the motoring enthusiast, and it is, perhaps, true to say that this type of individual is less affected by the acute post-war impossibility of obtaining the cars on show than the more normal motorist. The sports car devotee, whether or not he is able to run a car of this type (and there may be many other reasons than the purely financial one to render this impossible), will make a point of attending the exhibition in any case to study the progress of sports car design; and, usually, the more expensive and unattainable the exhibit, the more avidly will it be scrutinized.

Without reviving the age-old controversy as to what exactly constitutes a sports car, it can safely be said that this definition implies a vehicle with performance and handling characteristics superior to those provided by the everyday vehicle. It is a sad fact that present-day conditions forbid car manufacturers to take full advantage of modern design development in the production of relatively inexpensive cars of this type. In the happy era of the mid-1930s, many excellent small cars with sporting characteristics were developed by mild tuning from their everyday production counterpart; few examples of this process survive today. This is the more a pity, because the road-holding and steering of the small production saloon are, generally speaking, far better today than ever before; in fact, in many cases they would put to shame vehicles of much more distinguished sporting ancestry. But there are two vital considerations which prevent these cars being used as the basis for sports cars; one, of course, is the shortage of raw materials, and the consequent necessity for concentration on the production of a limited number of models, while the other is the modern tendency towards integral chassis-less construction, which renders difficult, if not impossible, the utilization of the main frame components in the production of a small open two-seater.

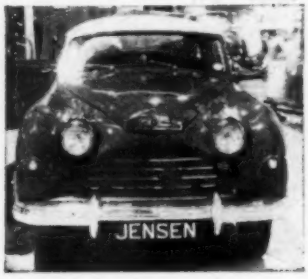
In fact, there are only four cars at the Show which can be said to represent this process; these are the Austin A.40



The beautifully finished Jowett Jupiter chassis reveals much that is unconventional.



The Austin A.40 Sports displays attractive continuity of line.



Imposing frontal aspect of the Jensen Interceptor

Enthusiast's Viewpoint: continued

Sports, the Jowett Jupiter, the M.G. TD and the Singer Roadster. These are all, by now, firmly established favourites, though differing considerably in type. The Austin, to be seen on Stand 130, is a good-looking small convertible in the modern manner, the body of which is constructed by Jensen, and employs their easily identifiable air intake shape; its basic price is £565. The Jowett Jupiter, developed from the familiar Javelin saloon, is a comfortable and well-appointed convertible, with all the interesting and advanced technical features of its production counterpart; the suspension (independent in front by wishbones) employs torsion bars, while the 1½-litre flat-four power unit is mounted well forward of the tubular frame. A stripped chassis well worthy of study can be seen on Stand 154; the list price of the complete car is £895.

The M.G. stand (No. 145) also displays a chassis as well as the complete car. The TD Midget, latest of a famous line, is of more conventional design and, in fact, represents the traditional British sports car more closely than any other. Concessions to modernity, decried on their introduction by dyed-in-the-wool traditionalists, but which have proved their worth, include low-rate suspension (independent in front), and pressed steel wheels; but the familiar M.G. lines are retained, together with the cockpit layout, beloved of the enthusiast. At £470 basically, this is the least expensive sports car of them all.

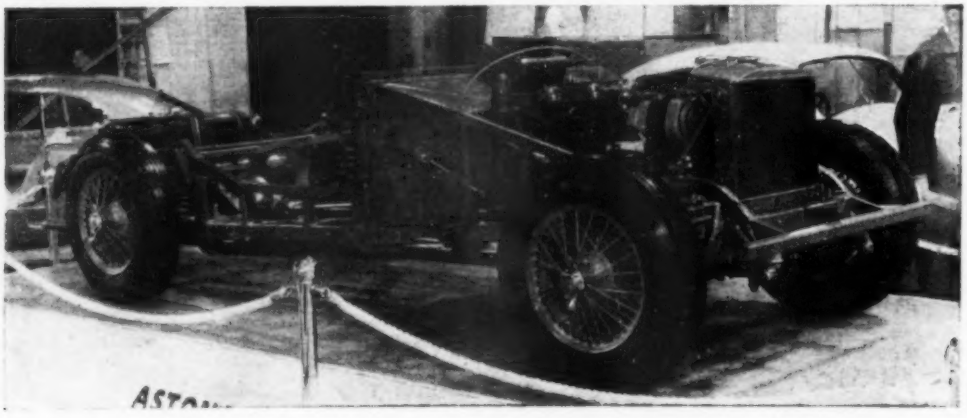
The Singer SM Roadster, also traditional of outline, is a logical development of previous similar models, now being fitted with coil spring i.f.s., and the SM 1½-litre four-cylinder o.h.c. engine. This car (Stand 123, price £485) is primarily a fast touring car and not a purely sporting vehicle, and has a four-seater body; nevertheless, it has a very lively performance. Unfortunately it is a solely export model.

In the same general category as the above comes the Morgan, to be seen on Stand 113. The present model, the Plus Four, while retaining the general design of its predecessors, makes excellent use of the sturdy and well-proven Standard Vanguard engine; the sliding pillar coil spring i.f.s. and the remote mounted gear box (both well-tried Morgan features), remain unchanged. Two open body styles are now featured, one with two seats and the other with four; they cost £535 and £550 respectively.

Bigger Brothers.

Among the larger-engined British sports cars come four famous names beginning with A (A.C., Allard, Alvis and Aston Martin); there are also Frazer-Nash, Healey, Jaguar, Jensen and Lea-Francis. These cover a wide range of types; the A.C., for instance (Stand 120), is an example of that post-war *rara avis*, the fast open tourer; incidentally, this is also one of the few remaining cars without independent front suspension. In this connection, it is opportune to remember the oft-quoted dictum of the late Ettore Bugatti, that a good rigid axle suspension is far better than a bad i.f.s. layout. The A.C. tourer, with pleasing lines, costs £1,098.

The new J2X Allard, shown complete with Cadillac V-eight engine, is a development of the J2, the well-known swing axle front suspension having been modified to improve the geometry, and the engine moved forward in the frame in the interests of better weight distribution.



The chassis of the DB2 Aston Martin has been a centre of attraction from the opening day of the Show onwards.

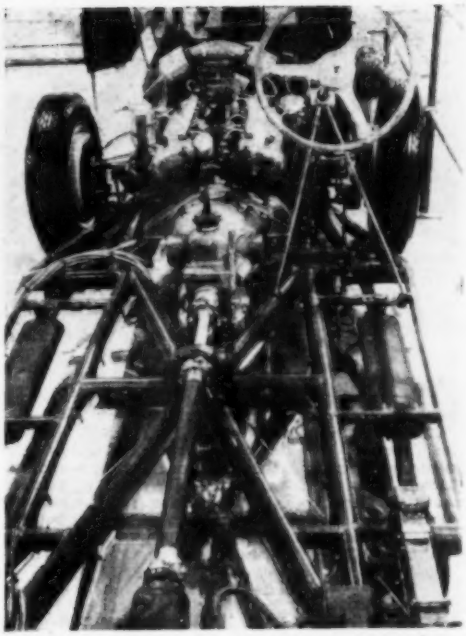
POWER-WEIGHT RATIOS *

Allard J2X	205.8 b.h.p. per ton
Ferrari Type 212	191.0 .. ..
Frazer-Nash Le Mans Replica	183.0 .. ..
Ferrari Type 342	180.0 .. ..
Frazer-Nash Mille Miglia	159.6 .. ..
Jaguar XK120	130.1 .. ..
Allard K2	127.2 .. ..
Aston Martin	96.0 .. ..
Jensen Interceptor	94.6 .. ..
Lea-Francis	87.1 .. ..
Morgan	86.4 .. ..
Alfa Romeo 1900	78.3 .. ..
Lancia Aurelia	78.2 .. ..
Jowett Jupiter	73.9 .. ..
Alvis	71.5 .. ..
M.G. TD	62.6 .. ..
A.C.	60.8 .. ..
Porsche	60.1 .. ..
Singer 4AD	58.2 .. ..
Austin A.40 Sports	54.2 .. ..

*Based on manufacturers' statistics.

This model is for export only, but the Ardun-Mercury-engined K2 is also shown. The J2X utilizes a De Dion rear axle layout, and a separate exhibit on the stand (number 147) shows a recent modification to this, enabling rapid changes of final drive ratio to be made. The price of the K2 is £1,200. The 3-litre Alvis appears as a sports two-seater, and admirers of this famous *marque* will be pleased that the traditional Alvis radiator has been retained. With a good power-weight ratio and excellent i.f.s., this should be a worthy successor to famous Alvis sports models of the past (Stand 161, price £1,250). The 3-litre Alvis engine is also used in the new Healey convertible, which, however—like the Anglo-American Nash-Healey—is available only for export. The 2½-litre Riley-engined Healey also is shown in saloon form (price £1,600) on Stand 114.

The three names which have, perhaps, appeared most often among competition successes of British sports cars in the last two years are Aston Martin, Frazer-Nash and Jaguar. The first-named appears on Stand 167, both as the DB2 chassis and the saloon version of the same (price £1,750); with its beautiful lines, twin o.h.c. 2½-litre engine and ingenious chassis layout, this will make any enthusiast's mouth water. A new Frazer-Nash model is the convertible, with 85 b.h.p. engine; also on Stand 164 are the familiar Le Mans Replica, which has scored so many notable racing victories, and the revised streamlined Mille Miglia two-seater, all of which show hand-made machinery at its best. The prices of these three models are £2,100, £1,975 and £2,250, respectively.

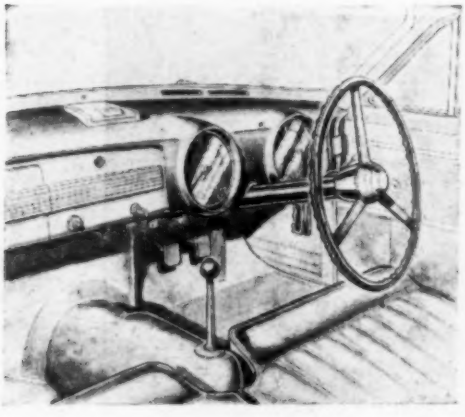


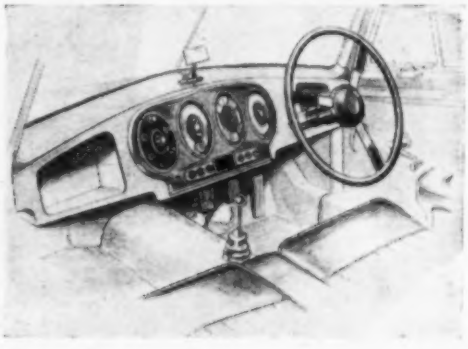
This view of the Ferrari chassis well illustrates the tubular frame with its integral body sub-frame, and the low-slung engine and radiator.

The achievements of the Jaguar firm (Stand 157) continue to astound the world, both in results obtained and as value for money. Unfortunately, the new competition XK120C model is not on view, but the XK120 appears both as open two-seater and fixed-head coupé, and must surely be a strong contender for honours among the best-looking cars in the Show. Here, again, is a fine example of a twin o.h.c. power unit, this time of 3½ litres capacity. The open version is listed at £1,078, the coupé costing £10 more.

The Jensen Interceptor, on Stand 142, with 4-litre Austin engine, is another excellent example of a fast, smooth tourer with sporting characteristics (price £1,450).

On Stand 126, Lea-Francis are again showing their 2½-litre sports four-seater; another interesting blend of tradi-





Facia fashions : Different treatments of an important subject, seen in (left) the Ferrari, and (right) the Aston Martin sports saloon.



Patrician elegance — the Jaguar XK120 fixed-head coupé.

Enthusiast's Viewpoint: continued

tional and modern practice, and tending once again towards the fast touring car; this example costs £1,140.

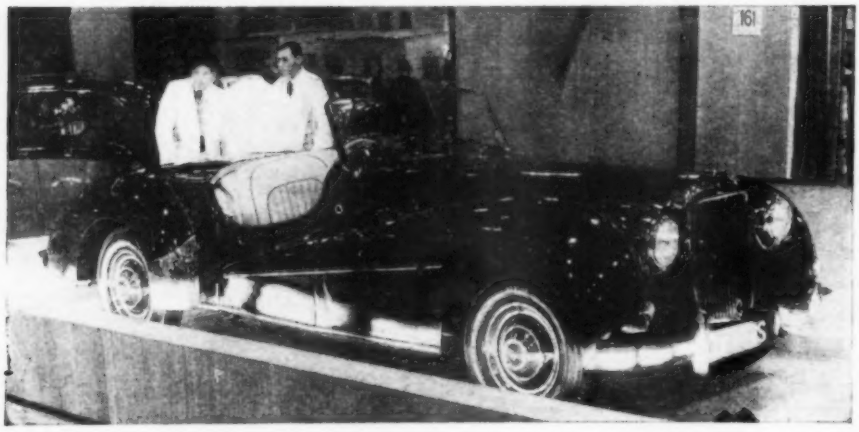
And now—the contingent from the Continent. Although the Type 1900 Alfa Romeo may be a comparatively sedate saloon, yet it is impossible to imagine any car bearing this famous name not possessing definite traces of its racing ancestry. Here, too, is a twin o.h.c. engine, the camshafts being chain driven, while the design is bristling with interesting technical features. It is shown in saloon form on Stand 112.

Focus of Interest

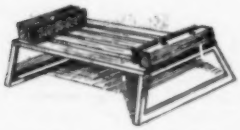
Probably the focal point of all enthusiasm at the Show will prove to be Stand 147A, almost buried in the marine section, where there is something to intrigue every student of design—a Ferrari chassis, open to the public gaze. This is the long-chassis 2.6-litre Type 212 Export; with its V-twelve engine, five-speed gear box, and ingenious frame, it illustrates to the full the resourcefulness which has made the name of this small Italian firm famous throughout the world. Complete cars on the same stand are a two-seater fixed-head model on the above chassis, and a long wheelbase Type 342 four-seater saloon. This latter model employs a de-tuned version of the 4.1-litre engine used in competition in the Type 340 America, and in this form it develops 180 b.h.p.

The Lancia Aurelia is another car which must surely rank as a sports model, in view of the phenomenal performance of the 2-litre version in this year's Mille Miglia and Le Mans races. Retaining all the well-tried Lancia features, such as narrow-V engine and sliding pillar coil spring i.f.s., and adding to them independent rear suspension with rear-mounted gear box and clutch, the Aurelia (Stand 124) represents one of the best blends of engineering and production practices to be seen today. Finally, and for the first time in England, the German Porsche car is exhibited, on Stand 117A. This extremely interesting design is a development of the Volkswagen, also designed by the late Dr. Ferdinand Porsche, and retains the famous Porsche trailing link i.f.s., with the air-cooled rear-mounted power unit. It has an excellent performance (a car of this type recently took many international class records at Montlhéry), and both convertible and saloon models, with striking lines, are displayed on the stand.

None of these cars of Continental origin can normally be purchased in this country; but to the vast majority, nor can any other car. Consequently, it is more than usually possible to view the Show with an academic eye, secure in the frustration that these things are not for you and me to pick; and the conclusion reached can fairly be that this country acquits itself honourably in the design and production of high-performance cars. When it will once again be possible for the ordinary mortal to attend the Show as a prospective purchaser remains to be seen. Until then, he can but stand—and stare—and wish.



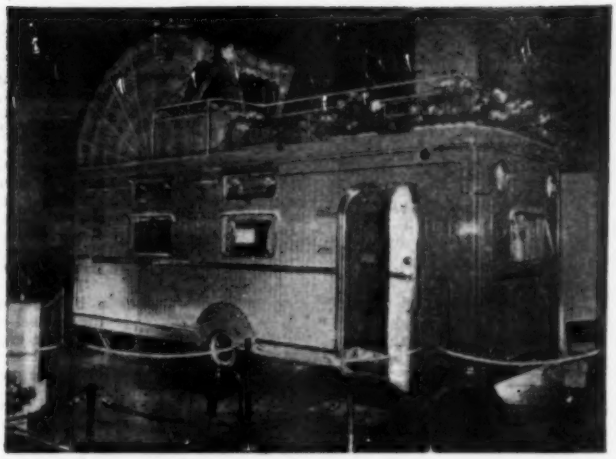
Grace of line combines well with the familiar Alvis radiator on the 3-litre sports two-seater.



A Rollalong "doorstep."

by JOHN YOXALL

A Well-filled Site



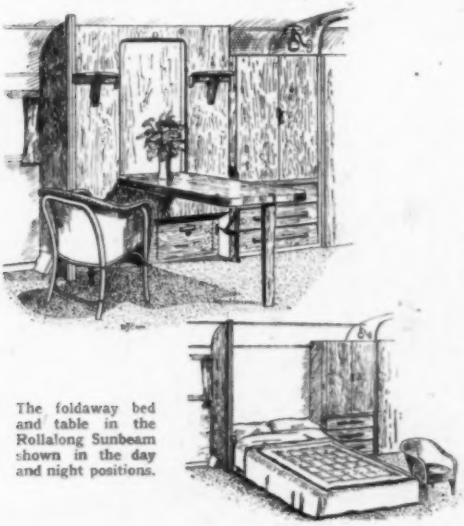
Coventry Steel's Warwick Knight enhances its individuality by the addition of an awning and roof garden.

VARIETY IN CARAVANS: ADVENT OF THE TWO-DECKER: NEW LIGHTWEIGHTS

THE new models shown for the first time at Earls Court suggest a degree of hesitation on the part of the manufacturers as to what they think will be the requirements of the future caravan market. Berkeley, perhaps the largest of all the caravan makers, have not thought it imperative to show their one real touring van, the Messenger, whereas a number of the other firms whose names are usually associated with living vans have added what are termed holiday vans to their range.

The motorist's caravan requirements are quite clear, and they fall into four classes. The first is the man who wants a van to take the place of the pre-war seaside or country cottage, both of which are now unobtainable. Once it has been towed into position the van will stay there at least for the whole of the late spring, summer and early autumn. In the second class is the man who wants a van large enough and with sufficient comfort to use as a weekend retreat, and yet one which is sufficiently mobile for the annual holiday to be taken in fresh surroundings—perhaps abroad. Class three includes those who like to be completely mobile—attending club meets—and who run fairly big towing cars. For these the 14ft and 16ft vans fill the bill, with some of them encroaching on the 17ft and 18ft types. Finally there is the fourth class, represented by the very numerous owners of small cars who are determined to get away from towns for the weekend. For them are the ultra-light two-berths, the folding vans and, as a top limit, the three- and four-berth popular models weighing up to 16 or 17 cwt.

If all of these are not to be found on every stand at the Show—some manufacturers cater for the whole range—certainly, taking the exhibition collectively, every taste and pocket is catered for.



The foldaway bed and table in the Rollalong Sunbeam shown in the day and night positions.

Roof Sun Parlours

The only complete breakaway in design occurs in the Berkeley Statesman, where a second storey over the rear portion of the van provides a double bedroom upstairs. At Earls Court the remainder of the roof is laid out as a roof garden, attractively covered by a coloured awning. Coventry Steel on their massive Warwick Knight have not indulged in a second storey but a folding awning turns the roof into a sun parlour. For people touring abroad, where the weather is less fickle than that which blesses the British Isles, these awnings are a splendid idea. A simple innovation which is likely to become standard practice is to be seen in the Carlight Colonial. This is a folding ledge at the front of the seats, which, when raised, rakes the seat from front to rear and supports the legs under the knees. The difference in comfort is very noticeable.

There is a tendency this year towards the production of a number of light two-berth and four-berth touring models, in some cases by manufacturers who hitherto have specialized in bigger models. Of these, for instance, there is the Willerby Junior—a four-berth at the very low price of £265. At this price a high quality detail finish cannot be expected, but the construction appears to be quite sound.

On the Cheltenham stand is the new Deer, a two-berth

A Well-filled Site . . . . . continued



The shapely outlines of the new Invader Junior will fit in well on any site.

with interior toilet built within the same shell as the popular Gazelle. It is the successor to the pre-war Fawn. The two 6ft 1in single beds lie alongside the side walls with a nest of four drawers separating the head of the beds. A new feature is the fitting of side lights in order to comply with regulations should the towing car be narrower than the van. The Deer, and the Antelope also, are painted in the new Thames Blue, a colour which, after the mist green used hitherto, requires getting used to. The Antelope remains its roomy, useful self, improved in appearance by lowering the floor level below the chassis frame.

Another lightweight two-berth with interior toilet accommodation is the Invader Minor. A feature of this van is the stowage of a dumpy gas cylinder on the towing head and, recognizing that two-berths seldom remain so in practice, a chassis strong enough to take an extra load of 10 cwt over that of the 12 cwt of the Minor is fitted. This extra load can include tenting equipment. There has been a number of enquiries for this van from South Africa where the road conditions demand a sturdy chassis. Another new venture from the same concern is the Invader Junior—a rather misleading name because it weighs all of 20 cwt. The Junior, however, is very shapely, forsaking the modern slab-sided oval styling for the rather more elegant boat shape with lantern roof. Bay windows are fitted at both ends and each is 3ft 6in across, the same width as the lantern roof.

The tiny two-berth Glider Flyte remains substantially the same. Its 9ft body houses two beds, a table, a two-ring hot plate—under which a wash basin slides out as a drawer—and a quite surprising amount of cupboard and shelf space. A newcomer, aiming at somewhat the same light car market, is the Fairholme Wanderer, a semi-collapsible type. It weighs, say the manufacturers, only 8 cwt and has a towing width of 4ft 10in extending to 6ft 5in when expanded. The double bed, which stretches across the van, folds up against the rear end when not in use, leaving the table clear for use. The bedding locker is designed to be used as a bunk for a young child. Both the Wanderer and the two-berth Glider Flyte are specifically for the 8 h.p. car owner.

In medium-size caravans (from 12ft to 16ft) the Show houses a variety sufficient to please all. The superb 14ft Winchester is up to its usual high quality, its standard of comfort being enhanced by the employment of 8in Dunlopillo mattresses with red patterned silk coverings. But comfort and elegance are not the only points of interest; it is the only van in the Show to have Stevenson jack adaptors to facilitate raising the van in case of tyre trouble. This 14-footer has virtually the same kitchen as its bigger brother, the 18ft Royal, and may be had as either a two- or four-berth.

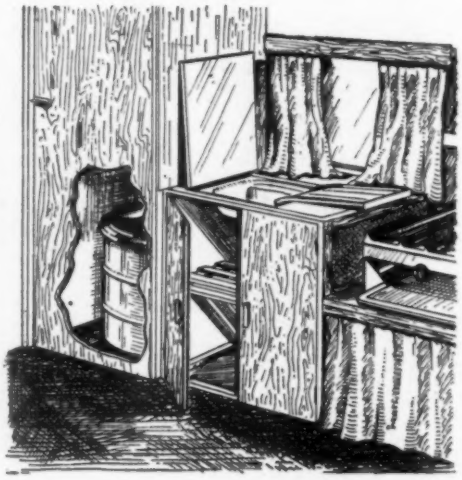
Car Cruisers have produced a new series of vans in addition to their bigger and well-known Mayfair. This series comprises the Clubman (12ft), Clubman Major (14ft 9in), and the E.K. (16ft). The prices of these are £500, £525 and £795 respectively. All are of the same excellent construction and finish, differing only in size and layout. As a complete change from the now common oak veneer finish, used indiscriminately on both furniture and walls, Car Cruisers in this new series use a plastic leather-grained cloth as a wall covering, a pink plastic for the table top and oak for the remaining furniture. The designation of the largest Clubman model E.K. merely indicates the end kitchen which, incidentally, has its surrounds decorated in an effect known as hammered silver.

To sit in any Siddall caravan is to be confronted with a blending of the touch of the artist and the skill of the cabinet maker. They are very elegant. In its 1951 form the layout of the Rainbow has been changed. The two-berth dinette is now at the front end and the double bed pulls out from the off-side wall. As in many of the touring vans a full-size cooker is now fitted.

A New Siddall

In the Four Winds, Siddall have produced a new touring-living model and have achieved to a considerable degree a combination of roominess and mobility. Its total weight of some 1½ tons-plus presupposes a towing car of 25 h.p. upwards if any but the least hilly main roads are to be tackled. One of the nicest features of this van is the main table, which measures some 5ft 6in by 3ft. This, like the rest of the furniture, is finished in hard French polish. Another little pleasantry is the coffee table on a U-shaped bracket, the bottom leg of which slides under the mattress to hold the table firmly.

Eccles, a name famous in the caravan world, are showing a de luxe model in addition to the standard Alert. This new model costs £415, £35 more than the standard, but the extras for this money include plywood panelled walls and ends, fitted carpet and Dudley oven cooker. The only change in design is the reduction in size of the cocktail cabinet above the right-side rear bed. This is to avoid head bangs, and whereas the door used to form part of the dividing screen across the van its place is now taken by the small folding table. Weight remains the same at 16 cwt



The kitchen unit and toilet cupboard of the new Invader Minor.

3 qr, a very suitable van for towing a 12hp car. Stable doors are standard on both of these popular models.

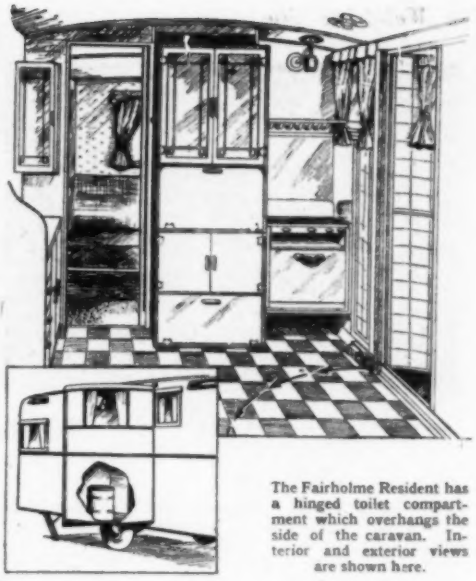
Alert's bigger brother, the Adventure, although only an 18-footer, is really a living or semi-permanent van. Weight as delivered is 31 cwt approximately. Three roof lights give it an appearance of length, and the oak-framed double bed hingeing on to the right-side wall gives a roominess not enjoyed by all vans of this size or even larger. Loose furniture also helps to create this impression.

In addition to the two Kingston Invader models previously mentioned, there is also the Invader Senior, a 19ft 6in double-purpose caravan of excellent quality. Slight changes in design include a double settee-bed at the rear in place of two singles; a bureau has been fitted and the fire moved into the centre. The price at £850 represents an increase of £55.

The Scottish manufacturers, Thomsons, are also showing a new all-purpose van, named the Clyde. As delivered it weighs some 26cwt and, therefore, a prospective owner needs to have a car of at least 16 h.p. Cupboard space is quite remarkable, a solid fuel or gas fire is optional and a gas water heater is standard. A special feature is the laying of a sheet of hardboard over the tongued-and-grooved floorboards to aid insulation. There is no interior toilet accommodation. The price of the Thomson Almond, a very popular van with owners of medium-sized cars, is now £385. Small improvements include a cover over the hotplate and sink. The slightly longer beds installed last year are retained. Weight is 17cwt.

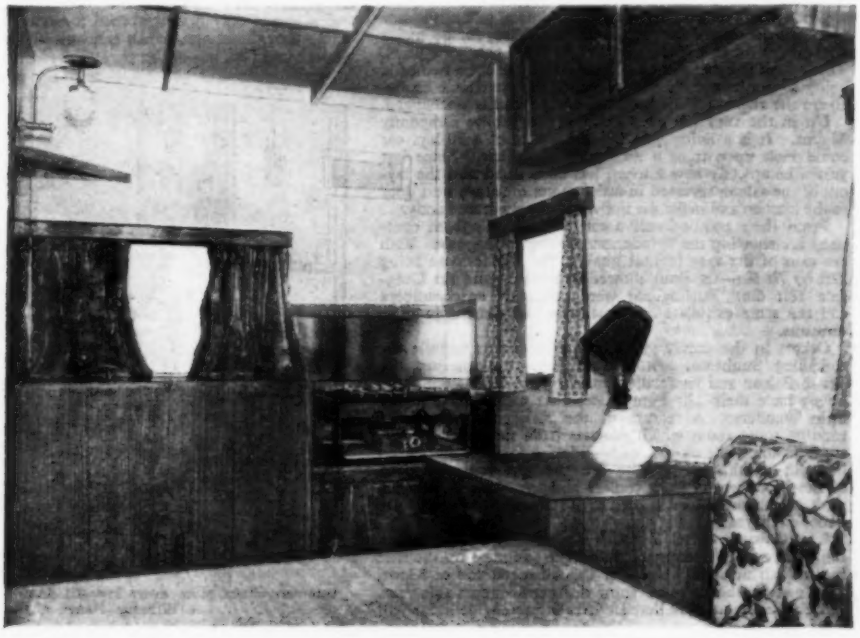
Caravanners accustomed to the Paladin Wisdom's smooth exterior will be surprised to see the company's new £525 Nomad. In outward form it is a complete breakaway from the Wisdom's inverted boat shape, and has a curious built-up appearance caused not a little by numerous external mouldings which are finished in brown while the walls are white.

On the Ensor stand is the Wrekin, which is unique in having a folding kitchen and toilet attached to the right-side wall. This ingenious piece of gadgetry certainly leaves the van clear of cooking smells and splashes, but one wonders what effect all that weight hanging on the side has on towing characteristics. Ensor also have a new four-berth which turns the scales at approximately 16cwt. Priced at £360,

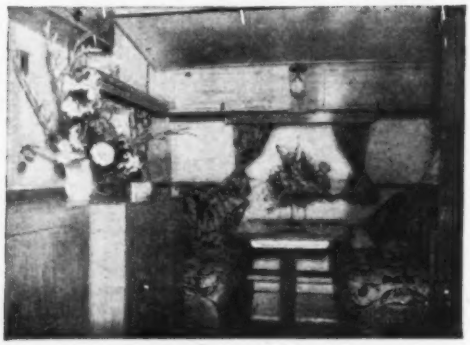


The Fairholme Resident has a hinged toilet compartment which overhangs the side of the caravan. Interior and exterior views are shown here.

The interior layout of the Invader Minor. For a small van there is plenty of cupboard space.



A Well-filled Site . . . . . continued



The Willerby Junior can be had with either a three- or four-berth layout in its 12ft 6in shell.

or £15 less if hardboard instead of aluminium is used for exterior panelling; it differs from the previous Ensor medium four-berth in having a slightly greater length, a canvas-covered panelled roof in place of aluminium and ½in insulation board on the floor to help keep the occupants' feet warm.

A sign of these difficult times is to be seen on the Raven stand where they are showing their new two-berth Castle II living van. The chassis for this van costs £80 and Ravens are prepared to buy it back from any of their customers for 90 per cent of that figure. If the owner then wants to move at any time, Ravens will hire him a chassis for the purpose. This is just one effect of the rearmament programme. The little 10ft Raven Mignon is not at Earls Court this year but it remains a great favourite with owners whose cars are on the low side of medium power.

When Car Trailers designed the Countess, one of the few vans boasting a sun-flap, they did a good job, for no major change has been found necessary for the past two years. This year it is being shown as a six-berth, the extra two beds being of canvas stretcher form carried on detachable frames above the two single beds. The dinette end is unchanged.

Up in the very big class again is the Jubilee Dragonfly Magna. It is a living van, but the owner of a 30 h.p. car could look upon it as a dual-purpose vehicle. Since last year a completely new kitchen has been fitted and the lay-out of the saloon reversed in order to get the stove next door to the kitchen and make the hot water supply more handy.

From their comprehensive range the Burlingham company are showing the Windermere and the Langdale. Both are vans of the very highest quality, the Windermere being 22ft by 7ft 6in—the limit allowed in Britain—and the Langdale 18ft 6in. Burlingham were originally coachbuilders and the same exquisite craftsmanship still obtains in their caravans.

Others in the purely static class of caravans include the Rollalong Sunbeam, sectioned to show the interior, the Brush Falcon and its smaller brother the Kittyhawk. Fairholme have their 22ft Family Resident parked next to the little Wanderer. A feature of the Resident is the half-rotating toilet room which projects from the side wall and stows inside while on the road—a device to cheat the 7ft 6in limit in width. Dixon-Bate are the sole representatives of the producers of light trailers and towbars. A number of their standard bars designed to fit selected popular cars are being displayed.

The Coventry Steel Warwick Knight has a Brockhouse-built dolly to carry some of its weight. Figures on the side indicate an unladen weight for this all-metal van of 53cwt.

In general the caravans show distinct advances this year, especially in matters of detail. The fitting of side lights will remove a lot of anxiety from owners who drive at night. Many do this because of the less crowded condition of the roads during the holiday season. There is also the legal aspect to be remembered. Detail finish of woodwork shows much improvement and there are few vans which fall below the furniture manufacturers' standard. A notable feature of many caravans is the rounding-off of sharp edges of cupboards and tables. Before this was done some of the roof lockers bordered on the murderous.

There is still a reluctance to fit electric light coupled to the car battery. This is a convenience which should be fitted to every touring or double-purpose van, particularly to those where the gas cylinder has to be hauled out and coupled to an external pipe. On a wet, dark night this can be an abomination.

Another convenience which every touring van should have is easy and effective stowage for crockery, cutlery and contents of the store cupboards. As things are there is too much time and labour taken in packing before getting away on the road. Winchesters still provide travelling sockets for crockery and Cheltenham's new Deer also has some provision for the same thing. None of the store cupboards is so provided. Toilet in or out is still an unsettled problem and it is curious to see the new ultra-light two-berths internally equipped. In practice it is probable that a toilet tent will be purchased and the interior accommodation used as a wet clothes store.

The qualities of aluminium or hardboard for outside walls are still debated. The rearmament programme is causing a shortage of metal which will probably enforce the increased use of hardboard in the near future. Another material which is difficult to get is transparent plastic for roof lights. The framed glass type may soon return.

No innovations in chassis design are to be seen at the show. In this the caravan manufacturers fall behind the car industry. Although the majority of vans from well-known firms travel comfortably behind suitable cars, modern springing and the employment of spring dampers would insulate the body from destructive torsion.

These are, however, but small points. The vans at the Earls Court Show will suit very discriminating customers and it needs only a visit abroad for one to find out how highly thought of are British caravans in foreign countries.



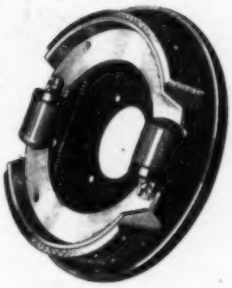
Ottoman chairs stow away beneath drawers in the 22ft Willerby Home.

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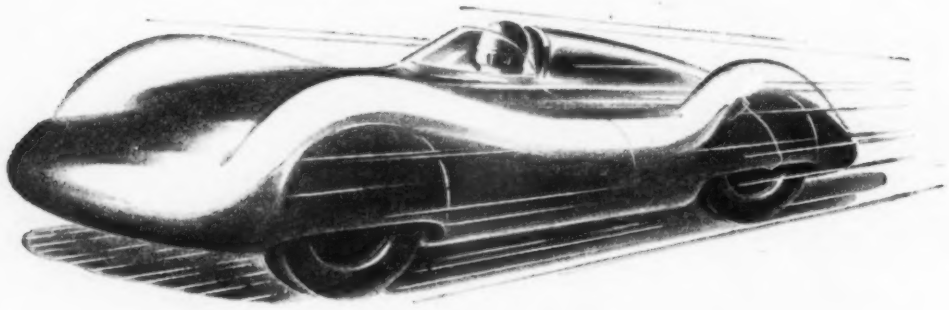
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Castrol

INTERNATIONAL RADIO

STATUS QUO IN BRITISH DESIGN CONTRASTS WITH VARIETY IN AMERICAN INSTALLATIONS

CAR radio manufacturers in Britain, judging from the Show stands, have praiseworthily attempted to maintain quality and prices by keeping sets fairly standard. This has meant that there is little new to be seen at Earls Court this year, for which buyers may, in one sense, be thankful, as there is available a range of sets of good quality, and the expense of re-tooling for new production models has been avoided.

It is strong evidence of the importance that car radio now enjoys that two complete stands at Earls Court this year have been devoted to its demonstration, a display that would have been unthinkable not many years ago, when the radio for the car was a matter of adaptation and improvization of existing small sets. Yet there has been less to see this year than last, for two manufacturers, perhaps because of rearmament requirements, have withdrawn, perhaps only temporarily. These are Pye and Romac, though it may be expected that the former will re-enter the field when possible. That such makers as Ekco and Radiomobile have specialized is evidence that listen-while-you-drive is here to stay.

It would be interesting to know how many users are only static listeners, using radio to fill in moments when the car is stopped, and how many find it useful when actually on the road. It would also be interesting to know how many find that they enjoy satisfactory reception when in motion. Judging by comments heard around the stands, there is a good deal to be desired in the performance of some sets. The fact is that car use presents the radio manufacturer with great problems, which are only now reaching solution.

Effects

There is undoubtedly a school which condemns car radio out of hand as interfering with that complete driving concentration which is more and more the only safeguard on overfilled roads. On the other hand, there is good reason for thinking that on long journeys some kinds of listening can assist resistance to fatigue. It is an involved question, and certainly little evidence from courts, or other sources, exists to show that a radio has actually caused an accident. No radio could be noisier than some passengers, and there is no legislation against *them!*

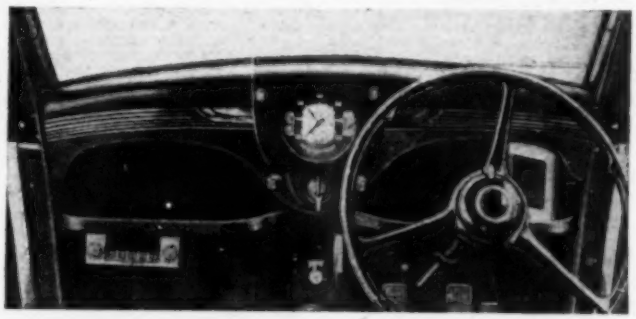
From the point of view of the spectator at the Show, radio installations have added to the glamour and interest of already captivating control panels. The days when loudspeakers were liable to get involved with the legs of passengers are over, and most installations present real progress towards compactness. Except with the most luxurious cars, radio is always an extra, and it may be hoped will remain so, to prevent further burdening of swollen prices.

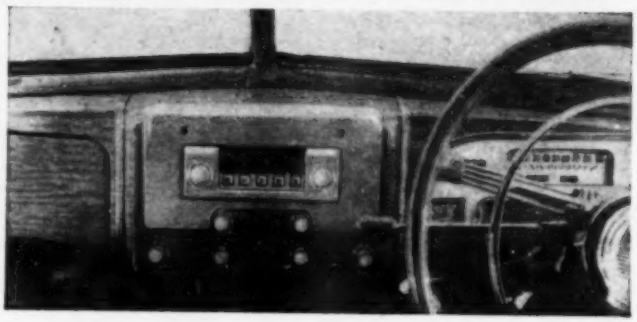
The Ekco stand shows a pleasing array of facia installations, among them the Mark VII Jaguar and the Bristol; and the all-wave set, the CR61, has a small and neat control head for such a powerful set. A new turret-type of aerial is seen on this stand, priced at 48s 6d. It is for fixing to the roof of the car, above the windscreen, and is flexibly mounted to prevent accidental damage. It can also be rotated by a knob from inside, for folding parallel with the roof. A telescopic aerial of larger proportions is also made by Ekco, as well as an under-car type of aerial.

The Radiomobile short-wave set, the 4300, is now out, though apparently not yet available for sale. It has a control head of characteristic design, and is not externally very different from the other sets in the range.

Other makers have shown actual installations in real or dummy panels on the stand, among them Philips, who are making a largely unchanged set, and Motorola. The search for variety naturally takes the Show visitor to the foreign cars. Here it is interesting to see that British sets are sometimes fitted, such as the Motorola, which was spotted neatly mounted in a Delahaye. Another popular set is the Philips, of Dutch manufacture, which appears in a number of foreign cars, and has a short control head different from the English version. National tendencies perhaps reveal themselves in the attitude to radio, since the motoring Puritans, the French and Italians, fit very few of them, at least as far as the Show indications reveal. The French Vedette has a set, with controls grouped radially around the waveband, called the Arelle; but Simca, and the Citroen, Panhard, Fiat and Ferrari, also the Lancia, are all to be seen without radio sets installed.

The American picture is very different. Car radio has reached a high standard, in both finish and reception, and some believe that the interference which is still, let it be admitted, a partial bugbear in motoring radio, is less in the American sets than in any.





Installations of receivers in the facias of cars are shown by Ekco. These two are in the Ford Anglia (upper) and Standard Vanguard.

INTERNATIONAL RADIO . . . . . continued

A Philco design is very popular, an all-wave circuit to cope with the complicated system of networks in the United States, where motoring distances are so large. A feature of the American installations is that the same basic set can appear in a variety of guises on different cars. Controls, especially, show a colourful variety and there are knobs in chromium plate, Perspex, black and a variety of shapes. Plymouth show a row of chromium tuning buttons, and the Philco set is apparently called the Stratoline in the Studebaker installation. The tone and volume controls have an airscrew-spinner *motif*, with ridges for gripping, on this car. Other Philco installations are seen on a Ford Custom, and on the Packard. It would appear that radio is nearly as much an accepted part of the American car as the engine.

To return to British sets, there is an astonishing variety in control heads, for while some are luxurious in appearance, such a popular set as the Masteradio has a very simple, almost rugged, exterior. Where external speakers are used, as in the majority of sets, there is a variety of shapes, such as those to be seen on the Motorola stand, either near-rectagular or round and with a bronze frame and grille.

S.M.M.T. DINNER: The Presidential Speech

PROSPECTS FOR HOME CUSTOMERS NO HIGHER, SAYS THE PRESIDENT, MR. G. E. BEHARRELL

SPEAKING at the eve-of-Show annual dinner of the S.M.M.T. at Grosvenor House, London, the President, Mr. G. E. Beharrell, had little comfort to offer home customers. The manufacturers' spirit was willing, he said, but steel was short and dollars were scarce.

Order books overflowed with more than one million demands, but the home market allocation had been cut from 110,000 units to 80,000. At the same time vehicles for export queued up at the docks for shipping space.

Reviewing past progress, the President pointed out that 1950 saw record production in cars, over 522,000, in commercial vehicles, nearly 263,000, and in tractors, 117,000 units. Of this total output 70 per cent went to export, earning £266 million, or over 12 per cent of the nation's total visible export revenue. But these figures left no room for complacency, as the 1951 figures would show.

Economic Environment

Looking ahead to normal conditions returning, he thought it would be found that economic changes would have altered the shape of the home market. In the 1937-1938 decade, prices for new cars had fallen on average by 40 per cent and the minimum net income necessary for running a new car was as low as £450 per annum. Today that figure was probably in the region of £1,250 per annum. In 1938 a low-priced popular car cost the equivalent of 24 weeks' earnings by the average adult wage earner employed in the motor industry. Today, even with wages more than doubled, it took about 45 weeks to earn the price of the corresponding car. He refrained, he said, from going into details as to how many weeks' labour the purchase tax absorbed!

The rearmament programme of £4,700 million over the next three years added heavy burdens and placed an immense strain on industrial plant and processes. Problems of manpower, raw materials and capital investment called for immense effort and the wisest administration if the export trade without, and efficient transportation within, were not to suffer.

Amongst other points referred to by the President was the age of cars, for, he said, of every five cars on the road more than one was over 15 years old and should have ended its career, while, ironically, the owners of these hardy annuals were suffering under heavy bills for repair and maintenance and were obliged to pay taxation at £1 5s per horse-power instead of at the flat rate of £10.

On resale price maintenance Mr. Beharrell quoted a recent Government statement that it was "a trade practice which prevents shopkeepers from reducing certain prices to the public," and he suggested that it could with equal truth be expressed as "a trade practice ensuring the ordered making and marketing of goods for the benefit of the public." Committees of Inquiry into the matter, in 1920, 1930 and 1949, had in general approved the practice, so what could be thought of the latest proposal to abolish the right of a manufacturer or of a supplier to prescribe a retail price unless it was a maximum price? It was inexplicable that the issue should be raised at a time when industry was summoned to deploy its shield and strength in the large arena of the country's need.

In replying to the toast of the guests the Rt. Hon. the Viscount Jowitt, Lord High Chancellor, in a witty and polished speech, referred to his recent visit to Australia, one of the industry's best markets. The industry had, he said, a right to be proud of its efforts. Regarding present and future difficulties he quoted the famous remark of the late Marshal Foch during a crisis in the first world war. "My centre is giving way. My right is in retreat. I shall attack;" and he urged the industry "to attack."

A vote of thanks to the chairman was proposed by Mr. R. F. Hanks, Vice-chairman of the Nuffield Organization, who showed himself to be an orator of no mean calibre.

Points made by the President are discussed in a leading article on page 1331.

New Battery Separator

AT that always enjoyable and hardy annual event, the Exide Motor Show luncheon, Mr. H. V. Schofield, M.C., M.I.E.E., sales director of Chloride Batteries, Ltd., in proposing the toast of the guests, stated that in the past year more batteries had been produced for the home and export markets than ever before. He referred to a technical development, a new micro-porous separator, which allows more use to be made of the lead in the plates.

All-in Party

EVERY phase of the motor industry was well represented at the Triplex cocktail party at Grosvenor House, London; manufacturers, accessory makers, coachbuilders and racing drivers. Sir Graham Cunningham welcomed the guests in his own inimitable manner, ably seconded by Kenneth Horne, who is, of course, Triplex's sales director.



THOSE BANNERS. Although the occasional critic suggests that it is time that the red and gold banners were changed at the Show, the almost standard form has the great merit of readability.

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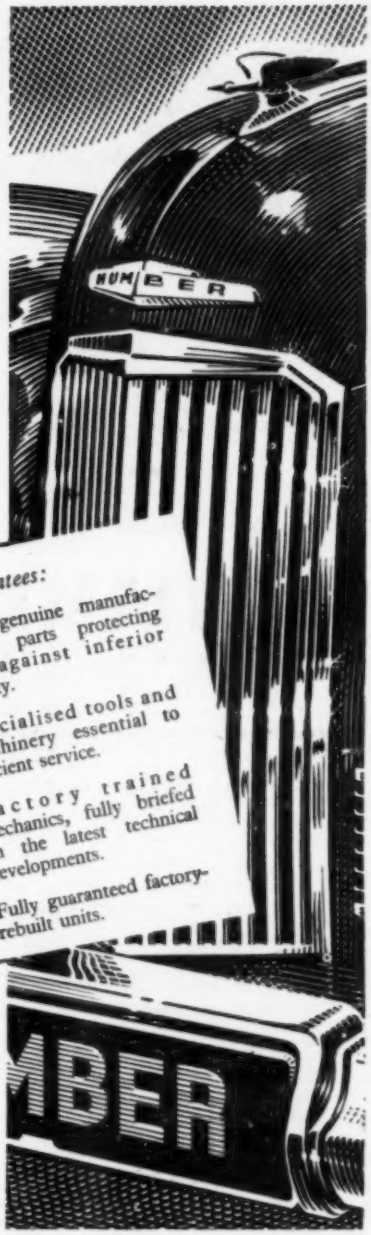
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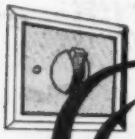
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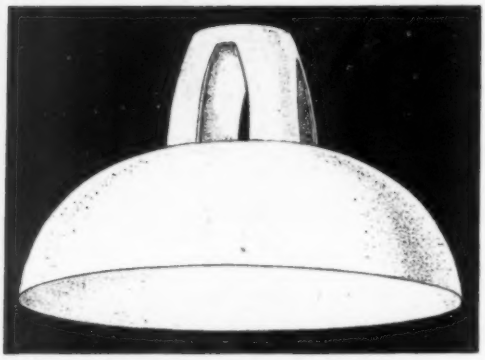
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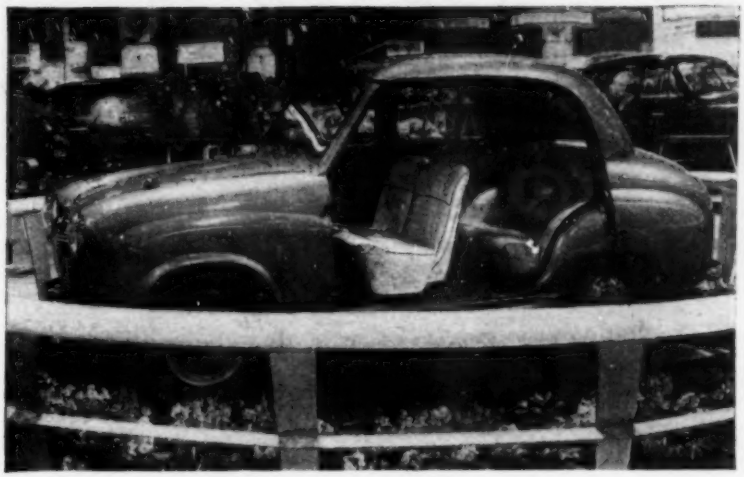
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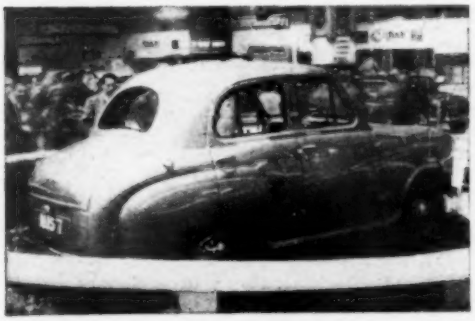
Room for four and no more. The seating arrangement in the new 30 b.h.p. Austin Seven is neatly planned, the seats themselves taking up as little space as possible.

THAT LITTLE CAR . . .

A REPORT FOR THE MAN WITH THE SMALLER POCKET: By MICHAEL CLAYTON

NOW that so many manufacturers, whose task in life is to make cars for export markets, have dropped many of the smaller models which have always been popular among the heavily taxed British motorists, the number of the remaining "babies" is small. The wisdom of the Standard company's decision, for example, to concentrate on the Vanguard cannot be doubted at this time, but the poor home motorist who ordered a Standard Eight might be embarrassed by the arrival of a large, powerful—and more costly—family saloon.

From the home motorists' point of view particularly, then, the advent of the new Austin Seven must be an occasion for jubilation. Those who have been thronging the appropriate stand at the Show will have noticed so many points which can never be really appreciated without a personal inspection. Predominantly, delight is registered because the car is in the real Seven tradition. Everything, although comfortable, is simple: the seats are light and neat; there is room for four, and four only, without an inch of waste space; the doors are hinged at their forward edges. . . .



The exterior mouldings of the Austin Seven are shallow, in keeping with the size of the car. The price is competitive, being one of the very lowest.

These are some of the things which most people are noticing—but what about the appearance? Photographs tend to suggest that it may be too much in the modern manner for such a small car, with many a moulding in a short span of car. When seen, however, this does not prove to be so, because all the mouldings are small and shallow, and entirely in keeping. The Show, of course, is the place for criticism as well as praise, and if some of the remarks overhead smack of sour fruit who can be blamed? A frequent grouse seems to be that the car is not a Seven at all, but an Eight. In truth the Seven never was a Seven, as owners have discovered when they taxed their cars, and now it's a Nine! This is an example of the weird pre-war taxation system, for the new car has an engine capacity of 800 c.c., only 53 c.c. more than that of the old car. The new car cannot, therefore, be called much bigger in engine size than the original. In any review of the popular (i.e., inexpensive!) cars the Seven must take priority as the new baby in the family, and at a total price, with tax, of slightly over £500, it is only to be hoped that it will be permitted to become known on the roads of Great Britain, even if not to the same extent as its ancestors yet awhile. When it does begin to be seen it should show a very lively performance, having more b.h.p. and less weight than its major rivals in the Eight field.

Minor Repute

Although suffering from the glamour of the new Austin's arrival, several other well-tried cars in the popular class are formidable performers which have already shown their paces. The renowned Morris Minor presented a slightly new appearance when it arrived for this year's Show, and as the changes were almost entirely outward those who have so far seen it on the stand have the satisfaction that they are up to date in their knowledge of the car. The higher mounted head lamps in the wings add a touch of balance,



A car which has already attained fame for many outstanding virtues: the Morris Minor. This is the four-door saloon version of a car in the true economical tradition.

and although the enforced absence of chromium plating from the radiator grille reduces the front-end glitter, many inhabitants of these conservative isles will think this no misfortune.

Here again is plenty of room for four people, with none to spare, and a lively performance assisted by a well-chosen set of gear ratios. As with the Austin, there is no question of seating a horde of passengers, so there is no need for a bench-type front seat. In turn, this means a central gear change, which is very widely appreciated. It also means that the hand-brake lever can be positioned for maximum convenience, instead of being tucked away underneath the facia. The Austin has it on the right of the driving seat, while the Minor sticks to the traditional position between the two front seats.

The Minor is most famous for its superb road holding, which enables almost any reasonable bend to be taken at speeds limited only by traffic conditions and the power available. This quite exceptionally good behaviour is assisted by the steering, which combines lightness with what may once more be called exceptional accuracy. These virtues are provided in the three models; the two-door and four-door saloons and the tourer, which range in price from about £520, including British tax, for the two-door saloon and the tourer, to nearly £570 for the four-door saloon.

There is another special point to be noted when thinking of the Morris Minor. Although the average potential buyer of this class of car may not be so interested in the car's performance capabilities as he is in its ability simply to carry four people and luggage reliably from point A to point B, this model is almost a sports car in some ways. It satisfies all the demands for space and reliability, yet it handles even better than some less comfortable chariots which fall under the sports cars heading.





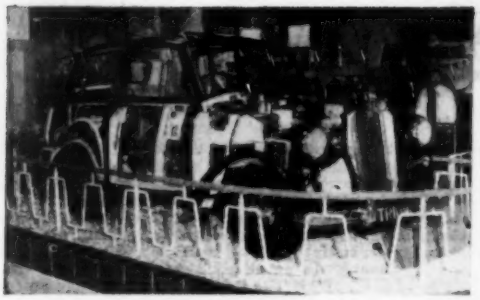
Left (top): A small car with a small engine—but a very big performance. The Porsche; first German product to be seen at the Show since the war.

The Hillman Minx is priced above the size of many pockets, but its popularity is well established. This is the Mark V convertible, with rubbing strips and grit guards.

Price King

When those questions of accommodation, economy and reliability are of predominant importance, and when price has to be held carefully in mind, the Ford Anglia, despite the age of its original design, remains a winner. It probably has more passenger space than any similar-powered car, being internally like a pre-war Ten. The luggage locker is of really generous dimensions, and has the spare wheel tucked away under its own cover. The body is easy to clean, and the engine and all the accessories are thoroughly accessible. Harking back to price again, this car is offered, with tax included, at under £480, and the cost of spares generally, and of much of the servicing, is less than those for any other car. Before the Show opened it was thought that the Anglia would not be on display even though it was being continued in production. But there it was, and there it still is, not only present but also in a colour which has not been seen before. This is silver, and its bigger brother, the Prefect, had been put into a glittering and unusual shade of brown. Both these colours may be expected on models yet to come from the factory.

The Anglia cannot be mentioned without some reference to the Prefect which, although a Ten, also offers eco-



The Triumph Mayflower is one of the most refined-looking of the smaller cars and its price is moderate in comparison with some smaller models. Here its insides are on view.

THAT LITTLE CAR . . .

continued

nomical motoring. Performance is a marked improvement over that of the Anglia and it has more room. True, it uses more petrol, too—but it is not greedy. The service it gives its owners for a present outlay, with tax, of about £570 has become proverbial. Both of these cars have another, rather unusual, appeal. They are two of the very few which have retained the "orthodox" appearance. The Anglia still has its head lamps mounted on the wings. The Prefect still has proper running boards. And both of them have sacrificed nothing in the way of interior space or accessibility for the sake of being "modern." There is no doubt but that, particularly among those who are not concerned about trying to put one over on the Joneses, these characteristics still have plenty of appeal. Good, honest cars, both.

The French Renault is apt to be forgotten these days because of its manufacturers' French headquarters. But the models assembled in England are of 50 per cent British content and may be purchased—or at least ordered—just like any purely British car. This little car has an engine of almost exactly the same size as the old Austin Seven; 748 c.c. It has the features (unusual to British eyes) of a rear engine driving the rear wheels, a point which helps to keep down the weight and so give a good performance for the size. Again it seats four and no more, with the attendant benefit of a meagre appetite for fuel. It is unfortunate that the price is on the high side compared with those of British contemporaries, for the burden of the extra tax which a higher price carries brings the total up to nearly £690.

Refinement

Unlike some of the other foreign popular cars, many of which have astonishing performance capabilities but some lack of refinement, the little Renault has the quality associated with the well-known British cars. There is nothing tinny about it and it sticks to the road like a leech, taking everything in its stride.

There are many rivals for favour to those which have already been mentioned. Of these the British contenders tend to be outside the popular class from price consideration. The Triumph Mayflower, however, provides its performance economically, and costs only about £650. Its lines, based on the larger Renown, have a great appeal as being thoroughly dignified, while not being likely to date. This, and the quality of its manufacture, make it an investment for those fortunate enough to get a delivery. The Hillman Minx, too, is a redoubtable performer, denied to many because of the price of about £700, as well as a frightening waiting list for home delivery.

The Continental challenge is scuppered by the import restrictions, but many British motorists must cast hungry eyes on some of the popular models. So many people have had experience of the pre-war Fiat 500, for example, and the 500C at Earls Court shows itself a natural successor. It has a little extra power from the now o.h.v. engine, a more graceful shape, and several other improvements, but still the important recipe for economy. The Porsche, also, must draw many an eye. With an engine of only 1,086 c.c. it has shown an incredible performance; quite enough to justify a demand from those who want their economy fast.

Throughout the 1951 Show there has been a feast for the man with a medium-sized pocket, even if many firms have concentrated on larger cars. Many an order will have been placed, and will be placed, as a result of Show visits—and at least those who have put their names down know what their car of the future is like, and how (well) it matches up with its (inferior) rivals.

Yes, these are the small cars which join the big display at Earls Court. But what visitors do not see are the much smaller cars such as the German Lloyd, the diminutive 2 c.v. Citroen—those models realistically produced to minimum requirements: Cars where weight is down to a trifle and which the miniature engine can propel, perhaps at relatively low speeds, along very many mile of road on a gallon of petrol. These cars, made for a world short of money and materials, should be seen at a London Show.



Knowledge of the pre-war Fiat 500 has created a demand for this o.h.v. 500C which cannot be even partially satisfied in Great Britain because of the import restrictions. The bright strips round the windows and the swivelling ventilation panes are new additions.



One car of Continental origin which can be obtained in Britain. The part-British Renault 750, which has the 748 c.c. engine at the rear. Its refinement is up to British standards in all the important aspects.

STILL SHINING

SHORTAGES HAVE NOT AFFECTED A BRILLIANT ACCESSORY DISPLAY

MATERIAL shortages have not been allowed to spoil the display, brilliant as ever, of the accessory and component stands in the Show, although in general there are fewer new devices, efforts being largely directed to keeping going established favourites.

Although the stands on which lamps are shown make a brave show, nobody is more affected by shortages of materials, in particular plating materials, than their manufacturers, and on the stands are to be seen in some cases alternative finishes for the bodies of lamps, which are contemplated if nickel and chromium dry up any further. The favourite at the moment seems to be a silvery metalescent light grey cellulose, or stove enamel, which, in the examples seen at the Show, is extremely pleasing. A chromium ring is, as a rule, retained.

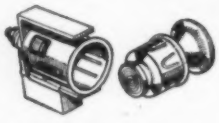
One new lamp which shows the use of either a black body with chromium rim or a pearly metalescent body is the new Lightmaster which Notek have added to their range. It is designed to be a supplementary head lamp for really fast night driving, and has a powerful pencil beam of very considerable range, the glass being plain and non-diffusing. There is, however, a shield over the bulb and horizontal slats are incorporated in the front of the lamp so that there shall be no stray light at all. The intention is to provide a lamp which will illuminate the long, straight and fast road to a point far beyond the reach of normal head lamps. It is similar in appearance to Notek Passmaster, Drivemaster and other lamps, in all of which there is highly specialized light control to render them suitable for particular purposes.

New in accessories this year is another range of French lamps which join Marchal and Cibié on the British market. These are the lamps of Autoroche, which are being shown by the Autocar Electrical Equipment company. All are auxiliary lights, and have the common feature of a glass with a milled edge projecting beyond the body of the lamp and with a slightly fluted surface. There are fog lamps, long-range driving lamps of similar appearance, so that matching pairs can be made up, and a swivelling spot lamp with a handle on the back. They are made in three finishes, all-black, black and chromium and all-chromium, the last-named finish costing £3 7s 6d to £3 15s 6d in the driving and fog lamps. In an all-black finish these lamps cost £2 3s 9d or £2 12 3d. The spot lamp is rather more expensive. The lamps, which are illustrated by a sketch with this article, are elegant and well shaped and they have, as it were, a sort of family resemblance to the other two ranges of French lamps.

The same company is importing *clignoteurs*—the flashing direction indicator signals which are used in other countries instead of the illuminated arms of most British traffic indicators. There is also a combined direction indicator and parking lamp, which appears in two different forms as a protruding lamp or as a little flush-fitting one. *Clignoteurs*, or flashing indicators, are also shown by Trico-Folberth. Their device has a flush-fitting body, but it has an outstanding block of translucent plastic with a fluted surface, and is made in different colour combinations, white and red, or all-amber, for instance.

This indicator makes a very neat fitting and its switch incorporates the occulting mechanism which causes the light to flash at regular intervals. Trico also show an extremely useful device, an illuminated switch of which the translucent plastic handle lights up when the current is on, something which is particularly useful in reversing lamps.

Marchal's very elegant little reversing lamp, which has the manufacturer's characteristic heart-shaped shield moulded into its glass, also has an illuminated clear plastic handle in the switch. This lamp has a variant, for those who prefer a



Trico-Folberth's "pop-out" cigarette lighter. A light shows when the lighter is out and assists replacement at night.



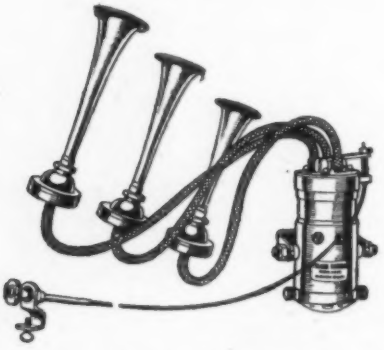
A lockable trigger for pistol grip hand brakes, by Tudor Accessories.



A detail of the ventilating scoops in the new Ace Turbo-disc.



The new James Neale driving lamp, the Comet, has a prismatic lens and a fairly narrow beam.



Air trumpet horns producing single notes or a penetrating chord are being shown by Marchal. They are electrically operated.



Notek have produced a narrow-beam, long-range lamp, the Lightmaster, to illuminate far beyond the reach of normal head lamps.

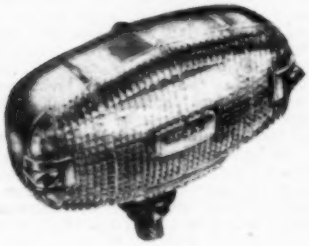
coloured glass for any reason, of an amber lens. This would seem to improve a reversing light from the safety angle, for even if the illuminated tell-tale on the facia is ignored, the lamp showing to the rear will at least be approximately the right colour for a rear lamp!

As far as appearance goes, these Marchal lamps are amongst the most attractive at the Show and this is particularly so in certain models with clear glass and slightly ribbed silver reflectors of considerable brilliancy. Besides driving and fog lamps in matched pairs there are flush-fitting replacement lamps for both British and American cars.

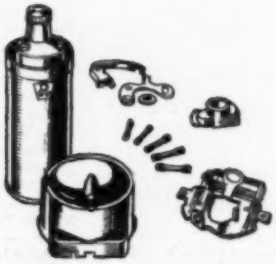
That modern lamps are greatly improved is shown by Lucas in a demonstration unit on their stand. It consists of a long tunnel which is modelled as a typical city street, stretching away into the distance. At the front, with a 7¼in diameter and a thickness of 3½in, it has a heavy gauge and well plated body of brass, a pre-focused and shielded bulb, and a clear glass, broadly fluted into the form of a prismatic lens, which is surrounded by a rolled-on rim which gives complete weather-sealing. The beam emitted is fairly narrow and of considerable range. It costs £4 7s 6d.

This year Remax do not make a feature of lamps on their stand, concentrating instead on kits of electrical spares for foreign touring to suit a variety of cars. Such a ready-made kit, in which the manufacturer has decided from his greater experience what are the best things to carry, saves a great deal of worry to a motorist who has otherwise to decide what to take, on perhaps a rather limited experience.

Before leaving the stands devoted to "electrics," there should be noted another convincing Lucas display—a tele-



The Lucas reversing lamp, model 494. This lamp was incorrectly described in "*The Autocar*" October 12, by insertion of the wrong caption.



Remax are making up standard kits of ignition spares for Continental touring—a useful notion.



The Covmo XL de luxe piston is of unusual appearance. Graphite impregnation makes it jet-black.

change-over switch for testing lamps in both the undipped and dipped positions, is the older diamond lens head lamp and the new block pattern lens head lamp. The good penetration and very even diffusion of light by the new block pattern is very convincingly shown by this exhibit, which has attracted a little crowd throughout the Show. To confirm a mere impression with a more scientific means of measurement, the model street contains a light-measuring device which projects its reading on to a dial outside the tunnel. Lucas show some very high-quality lamps for performance cars on their stand, and in spite of current material difficulties have produced fine finishes.

Another range of considerable distinction which takes its place amongst Britain's high-quality lamps is that shown by the Eversure firm. There are fog lamps, driving lamps and swivelling spotlights in this range. They have the characteristic, in most cases, of a front lens with a clear glass and a frosted border. For some reason this gives the lamps a very good appearance, which is reinforced by the quality of the reflectors and body plating. Butlers, too, show some very smartly made lamps, in particular two specialities in the form of the Atlantic swivelling spotlight and the Fogbeta lamp, which is unusual is having a D-shaped body of at least head lamp size with multiple reflectors which concentrate all light into a penetrating pencil beam. It is a lamp with a remarkable degree of brightness.

Oblong

Another lamp which takes the eye because of its unusual shape is by way of being an old favourite. It is the Flatray, which is made by Delco-Remy-Hyatt. This flat-topped beam lamp is the only current one which has an oblong shape, which enables it easily to be recognized, and it has been manufactured for some time now. Among manufacturers who make more inexpensive lamps James Neale show again their range of specialized fittings, and so do Desmo who, as always, offer lamps with chromium properly applied on base plating to brass bodies, at a price which remains very reasonable. It is a reminder of the fact that many of the best accessories are quite cheap.

James Neale and Sons have added to their Raydyot lamps a quality model, the Comet flat-bodied driving lamp. Of

vision screen broadcasting a fanciful pattern, alongside which are a screened and an unscreened ignition set, selected by an automatic mechanism at intervals. When the unscreened set is functioning, streams of white dots, looking for all the world like tracer bullet fire from a machine gun, cross the screen—a useful reminder that television is so very susceptible to the temptation of telling its viewers all about the movements of their neighours' cars rather than faithfully recording the elegant and mobile features of disputing politicians.

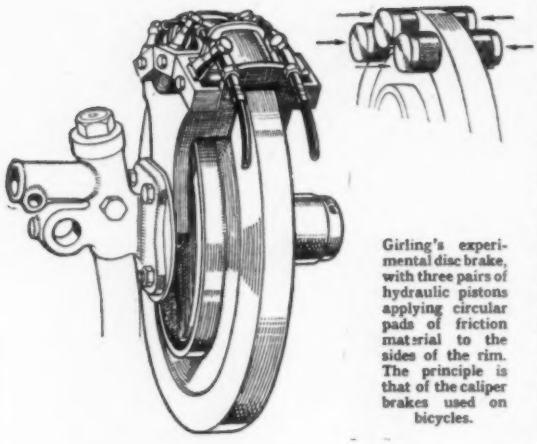
100,000 c.p.

Next, an "export only" item which gives the lie to the claim that there is nothing you can buy on the ground floor and that you can buy anything in the galleries. Too attractive to ignore, it is the Lucas SLR 700S ultra-long-range driving lamp which produces 100,000 candle power, though the bulb is of normal head-lamp rating, 48 watts. The intense light comes from the use of a special pre-focused bulb, but most of all from the remarkable polish and perfect surface of the reflector, which looks, when the lamp is not in use, at least twice as brilliant as any normal highly polished metal surface, a brilliance which is fascinating and looks expensive. However, the lamp (export only, mind, so do not bother poor Joe Lucas if you are a home motorist!) costs only £4 4s. Also Lucas products, are the colossal separate head lamps which give extra dignity to many special Rolls-Royces and other very large cars—the exact diameter was not paced out, but it is a lot of diameter.

Not the least interesting section of the galleries is that devoted to components of cars: it is remarkable to what an extent cars are made up of proprietary components, sometimes independently developed by the component maker, sometimes developed by him in response to a demand of the car manufacturer with a new problem.

Perhaps of all the components at the Show, greatest interest attaches to something that is a mere prototype, one of the experiments in the long train of experiments which is continuously going on. It is a hydrostatic disc brake shown by Girling. During the war one form of disc brake was used to a certain extent on the Daimler armoured car; the brake Girling show, however, is not of the multi-disc clutch

STILL SHINING . . . . continued



Girling's experimental disc brake, with three pairs of hydraulic pistons applying circular pads of friction material to the sides of the rim. The principle is that of the caliper brakes used on bicycles.

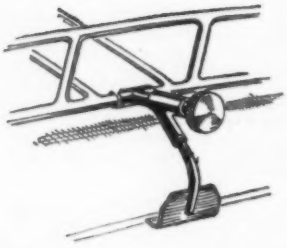
type at all, but a device incorporating an iron disc; on the top of this disc there is an "n"-shaped bracket which houses three pairs of normal hydraulic brake cylinders, interlinked and having pistons which are capped with discs of brake lining material in permanent light rubbing contact with the sides of the disc; there is thus fully automatic adjustment for lining wear.

The device is, it will be noticed, similar in principle to the caliper brakes fitted to modern bicycles, in which two brake shoes are squeezed against the flat sides of the rim of the wheel. This disc brake—it should be repeated that it is merely an experiment and that one cannot expect to see it instantly appear on cars—has considerable advantages in theory. The disc is squeezed from both sides and neither itself nor its mountings need to be so substantial and heavy as a normal brake drum, which is subject to considerable distorting forces and will lose its shape if it is too light. There is a much better prospect of heat dissipation, for the linings of this brake are small (but working at high pressure) and leave open for cooling the greater part of the disc surface. The travel of the pistons, too, is extremely small and substantially constant, so that a moderate brake pedal movement gives a tremendous multiplication of effort. There is no tendency for the brake to be forced on as in normal leading-shoe brakes, or forced off as in trailing-shoe designs, so that smooth and even braking, constant and progressive, is a possibility.

Finally, the area of metal swept by the brake lining is comparatively large, and it is understood that on a test vehicle the brake showed considerable resistance to fading.



Marchal's attractive little flat-bodied reversing lamp, in chromium finish, has a translucent switch handle which lights as a tell-tale when on.



The cranked arm and thumbscrew adjustment of the clip used on the new Eversure roof rack give a secure fastening.

Cooling Disc

The revival of wire wheels on performance cars is because of their lightness, strength and fine apeearance and also because they can facilitate brake cooling. On the stand of Cornercroft, the ordinary discs were over-shadowed by the new Ace Turbo disc, which has quarter-spherical ventilating louvres. The disc was shown in light alloy in sizes suitable for many of the large cars, and it is understood that it is to be finished in a great variety of colours to match body finishes. The metal aid scoops, although small, are more than decorative or fashionable; they should be of genuine value in helping to cool the brake drums. It was not for nothing, incidentally, that the modern pressed steel wheel was christened "easy clean." Although many hold that the wire wheel is the best wheel there is for performance, lightness and appearance, its general reintroduction is looked forward to with some eagerness by disc makers. . . . Another interesting point which can be seen on the stands devoted to components is modern coupé and convertible hood raising mechanisms, which on the stand of Wilmot Breeden include automatic operation by an electric motor. It is improvement in hood mechanisms which is largely responsible for the present revival of the open car, for it is unlikely that the modern motorist would be willing to struggle with the old type of tourer hood.

The "ironmongery" of the car has become highly specialized; it is no longer merely an adaptation of household locks and catches, and this is nowhere more clearly seen than in the very elaborate door lock mechanisms with their push-button operation and mechanism. Until quite recently one of the principal differences between the coach-built car of old times and its popular modern descendant was the forcible *wham* with which the doors of the latter had to be closed. These modern mechanisms have taken us back to the days when doors closed with a quiet tick-tock.

Fittings which will increase the comfort of a car in very hot climates are seen on several stands and particularly so on that of Weathershields. They have two roof ventilators. One is a quarter-spherical scoop having a hinged inside section which folds up when necessary, and when the roof is open. This fitting is designed for use with cars having a sliding roof opening. The upper half of the ventilator projects above the car roof as a scoop and the lower half directs the air forward on to the interior of the screen. It is a very powerful ventilating device which will maintain a high rate of air change in the interior.

Another ventilator is designed for fixed roofs. The air passage leading to the interior of the car stands up inside



The Autocar Electrical Co., Ltd. show a new range of French lamps, those of Autoroche. This example has the outstanding, milled-edge glass which is favoured by French makers.



This cigarette box delivers lighted cigarettes. (Tudor Accessories).



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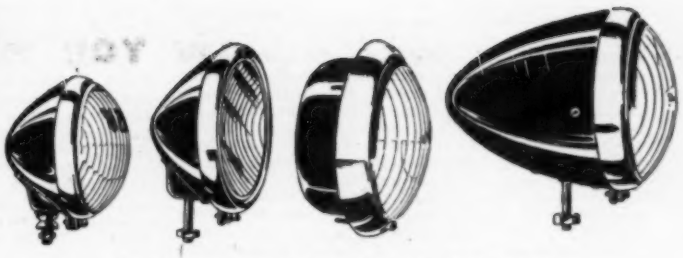
You see some pretty queer jobs on the roads these days—whether they're old crocks or the latest creations. But, veterans or advance guards, they've got one thing in common. Their engines will be all the better for having National Benzole Mixture in the tank. 'National' is the tonic that every road vehicle is waiting for. It's been a long, long wait. Let's hope that the return of 'National' may be any moment now.



NATIONAL BENZOLE MIXTURE



Peepshow on the Triplex "pier." The Rt. Hon. G. Strauss takes a look.



Ducellier lamps, imported from France by Morris and Ingram.

STILL SHINING: continued

the exterior air intake and is shrouded by it, so that even the heaviest rain will not be taken in. This device, which protrudes above the surface of the roof, is similar to modern ventilators fitted in the decks of yachts, which will take in air in rough weather and yet not take in any water, even when seas wash over the deck. It is a notable protuberance on the roof of a car and cannot be said to improve the appearance, but in the most trying climates the motorist has other things to think of than appearance!

Another device for hot countries is a large sheet metal vizor for the windscreen, similar to those often seen on American cars, which is designed to fit the Hillman Minx. It is not marketed by Weathershields themselves, for they supply to the Rootes Group, who offer it as an optional accessory.

The sunshine roof continues to be manufactured by Weathershields, and this device is popular with the home motorist as well as the dweller in hot countries. A final contribution to the problem of keeping the occupants of a car cool is their folding rear hood panel for open cars. It is not practicable to travel with the roof of an open car folded in very hot countries, but it is a great help if the back panel of a hood can be folded up and a strong through draught created.

Anti-bug

At a stand very near to that of Weathershields on the ground floor is an "invisible exhibit" of the Bridge of Weir Leather company. This is insect and mildew proofing, by the latest chemicals of the D.D.T. group, of the upholstery leathers which they manufacture. The proofing is insoluble and permanent, and it ensures that leather upholstery nowadays has not the attraction for various hungry insects that it had at one time.

Two things are more widely seen at this Show than those of previous years—seat covers and roof luggage racks, which seem to be enjoying a considerable boom. The conventional materials of cotton duck, cord, felts, and other woollen materials are joined by nylon, which is shown by Regency Covers, Ltd., and is a new departure as far as this country is concerned. The example shown is in a dark blue, and its dull sheen gives it an extremely attractive appearance, while, as is well known, nylon is a material which does not soil readily and which is easy to wipe or clean.

But dominating the seat cover market are the plastic-impregnated coarse weaves which form the bulk of the covers shown on most of the stands. It seems to have become a tradition that these materials should have tartan patterns. The post-war craze for tartan covers was probably started by the French car manufacturers, for fashion in France has always had a great weakness for tartans, and, for that matter, their wearers. Tartans are also seen on the stand of Karobes in soft and warm woollen materials, shown side by side with white duck covers for tropical use. The idea comes to mind that covers can play quite a part in keeping the motorist either cool or warm according to the season, and there seems to be a lot to be said for having cool summer and warm winter seat covers for a car.

The same firm show a motoring rug which incorporates a large button and a buttonhole at one end and a fringe at the other; this rug can be wrapped round a lady passenger or driver and it makes, as a matter of fact, rather an elegant skirt should anybody forget to remove it on leaving the car!

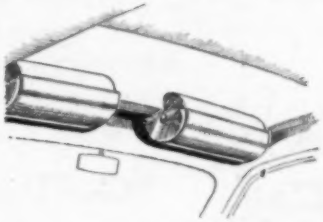
Racks

Among the roof luggage racks, which are currently popular and which are seen on several stands, there is one of particular interest, the new Portarack of the Parr Equipment company. Of the usual tubular, welded construction, it has a sliding joint at each end of all its floor and frame cross pieces, so that it can be adjusted to take advantage of the full width of a car's roof, and also can be opened a little more at one end than the other to give a taper in width of up to 4in: several cars have a taper in roof width, and the feature enables the feet of the rack to be brought out to the strong, curved edges of the roof at both ends. The rack can be taken apart and stored away by those who fit their rack only for holidays and weekends, in a box about the size of a bag of golf clubs; and it can, of course, be used with equal facility on any car, so that if a change of car is from small to large or vice versa a new rack is not necessary.

The sliding joints are locked firmly, when width has been adjusted, by screws with Simmonds nuts inside the tubes. The nuts force apart each inner tube, which is slotted, and jam it firmly in the outer one. Although more complex than a normal rack, the Portarack costs about the same: after all, it enables the maker to avoid a multiplicity of models to suit different cars.

Stand Display

Several manufacturers have striking stands whose worthy and valued products are not decorative, and who cannot by the display of their more sober wares vie with the glittering galaxies of plating which make the accessory galleries such a fine sight. Hughes Johnson Stampings' stand takes the form of a Victorian ironworks in which basic indus-



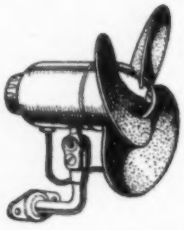
Weathershield's ventilators for cars with sunshine roofs. The scoops fold down when the roof is to be closed.

STILL SHINING . . . . continued

trialists engage in somewhat unscientific operations and the tea kettle simmers on a watchman's brazier. Vandervell have a recessed, dimly lit stand in black with very highly polished bearings (bearing metals *are* bearing metals because they will take a high polish) in brilliantly lighted windows, achieving the effect of a Bond Street jeweller's. Triplex, illogically but amusingly, have a stand fixed up as a seaside pier, with those peep-show, what-the-butler-saw machines. The view for the curious in these machines is perhaps a bit of a let-down. It is just pictures of safety glass and its production and merits. . . .

Duckhams make striking use of scientific apparatus, impressive but easy to understand, to demonstrate the properties of their new Q 5500 oil. This oil is claimed to conserve its viscosity at high temperatures better than heavier oils to standard S.A.E. specifications, but the demonstration is concerned with its continued fluidity at very low temperatures. The apparatus consists of what is in appearance a glass steering wheel, with a hollow rim filled with oil and containing a few steel balls; the bottom of the wheel passes through a refrigerating tank at minus 36 deg F. If oil thickens at this temperature, the oil in the wheel tends to carry the balls round and round, but if the oil remains thin the balls remain at the lowest portion of the rim. More use could be made of such scientific testing in the galleries; it seems, where it is displayed, always to attract a little crowd.

The Feeny and Johnson drive conversion for disabled drivers is well shown. By vacuum servos, the operation of clutch, brakes and throttle is transferred to hand controls on the steering column, in so convenient and practical a manner as to make at least one visitor feel that he would drive a car so equipped very well and make as snappy changes as he would on his own normal car. The system is a good alternative to the normal, not just an adequate substitute. A 1951 Ford is used for this particular installation.



For the car interior—a small, low-consumption Trico-Folberth fan with rubber blades.



Wingard's new Universal adhesive licence holder.



A. W. Chapman introduce a reclining seat for cars on similar principles to those used as aircraft seats.

Also noted—goldfish on one stand and a large and vocal cage of budgerigars on another; and model Grand Prix cars on the Lodge stand.

Reference has already been made to the French lamps which are being imported by this country and which are seen in the accessory galleries, but tucked away in the Garage Equipment hall on the first floor there is yet another range, the Ducellier lamps, which are to be imported by Morris and Ingram; a set of driving lamps and both separate and flush-fitting head lamps are shown. They are, in France, inexpensive lamps and will be recognized by those familiar with Continental cars as standard fitments on several French models. To see a lamp as a show exhibit is not an opportunity of judging its performance on the road, but these lamps seem to be good ones, though they do not seem to fill any particular deficiency in the ranks of British lights. However, it is likely that when marketed they will be competitive in price. One driving example has the unusual feature of a flat-topped beam produced by mirror-surfacing half of the inside of the glass.

The little journey through the equipment galleries to see the Ducellier product is a slow one, for there are many distractions by the way—Tecalemit's vast blue and silver service battery, which will supply all kinds of oils and things (and probably tea and beer, too); the Newnham gauge, complex, delicate and highly polished, which measures so accurately the camber, caster, and kingpin inclinations of a front wheel; and various wheel-balancing machines, Churchill, Bradbury and Weaver, which have been brought into popularity by higher speeds and i.f.s. (the old forged beam axle was a massive and effective damper for any little irregularities in the balance of a wheel). These are possibly not the exhibits on which a garage man would concentrate; he may have a lot of bread-and-butter things to visit, but they are fascinating to a keen private motorist. The British Oxygen company run an impressive demonstration: a machine which cuts the most complicated jigsaw pieces from thick steel plate with a knife-edge oxy-acetylene flame whose track is no broader than a hacksaw cut, and which is steered along a complicated path by a pattern piece set in the machine, automatically followed and duplicated in the work piece. There are the Crypton electrical test rigs which do not just show that a component is faulty—you and I can tell *that*—but record on the appropriate dial that the trouble must be a particular winding in a dynamo, for instance, and record also the exact lack of efficiency of a seemingly good component. And there is an Ingersoll-Rand air compressor so vast, like a grey and chromium Zeppelin, that no establishment possessing it could ever plead "Sorry, sir—no air." The trouble would be getting rid of the stuff somehow.

J. R. DAVEY.



The Feeny and Johnson vacuum servo control conversion, (the facia is Ford's new design for the Consul and Zephyr). On the right of the wheel are throttle and brake hand controls; on the left is a clutch handle.

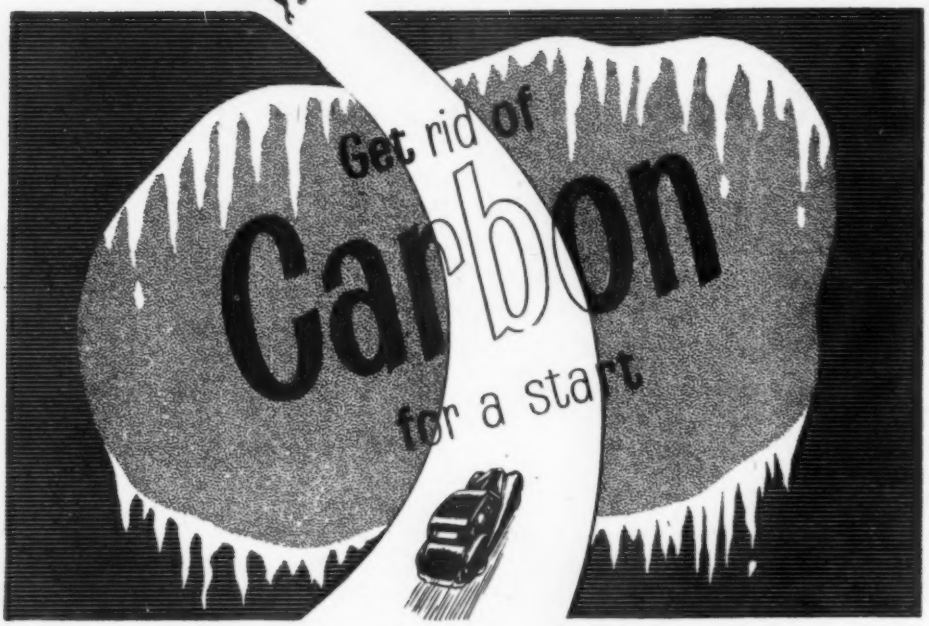
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Taking a caravan over the Ballachulish ferry in the Highlands. The ferry saves a long detour around the head of Loch Leven, but is expensive.

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CORRESPONDENCE

CHEAP MOTORING

Plea for a Sizable "Maid of All Work" Car

[63725.]—The plea for a low-powered austerity car has already been well voiced. However, I would like to put forward a suggestion with regard to the austerity class of motor car which I have yet to see in print.

Although a vintage enthusiast, I don't think I am being commercially retrogressive in feeling that there may be a place in international markets for a really large saloon car, strongly built, reasonably comfortable in matters of dust and draught proofing (the common fault of shooting brakes), with intelligent seating positions and not more than fifteen to sixteen horse-power.

In other words, I personally need and like a large car but cannot afford a luxurious one, neither do I require anything but a convenient performance. In such a car as I suggest I would be content with the acceleration of the modern Ten or Twelve, and be happy to drop into third when necessary. With an economical cruising speed of 45-50 m.p.h. and a top speed in the region of 60 m.p.h. I should hope to be assured of modern science concentrating upon giving 30 m.p.g. under all normal conditions.

For the sort of use I have in mind, the coachwork and degree of embellishment bestowed upon the modern family car prove more of a nuisance than a blessing, controversies of price and fashion apart.

I envisage a saloon car version of the Jowett Bradford, scaled up to not far off Humber Snipe proportions, designed for great durability, economy and low price and weight.

The theory that the larger car must be a refined, high-performance road express does not, by any means, always apply.

Lancaster. JOHN TOBIN.

ROUTES NATIONALES

A Criticism of the Highways of France

[63726.]—There has been a lot of correspondence recently in praise of French roads as opposed to those of Britain, so I embarked on a tour of France with a light heart.

Seldom have I been so misled. True, French roads have certain advantages over British ones; they are straighter and carry less traffic. But they are very much narrower and their surfaces, on the whole, are appalling. Route N1, for instance, in its 150-odd miles from Boulogne to Paris, contains only three-and-a-half miles of road wide enough to take more than two lanes of traffic; and unless you are prepared to shake your car in a manner similar to an angry beast dealing with its prey there are few tracts of this or any other road where it is advisable to exceed 50 m.p.h. And as for those cobbled towns and villages, at even 10 m.p.h. I felt like an extreme novice on a very frisky horse; good for the liver, no doubt, but not for the car. After some 1,500 miles of France's main roads, almost every screw, nut and bolt of my two-year-old car had worked loose, and one door-catch had broken off.

I found, too, driving in the larger towns to be a very risky business. It seems that in traffic the motto *toujours la politesse* has been replaced by *toujours la vitesse*, accompanied by a belief that he who hoots first, goes first. No, Sir! Though British roads and British driving manners are by no means perfect, they are infinitely preferable to those of at least one Continental nation. J. B. LAING.

Limpsfield, Surrey.

LONG DRIVERS

Procrustes in the Design Office?

[63727.]—Recent letters have stressed the difficulties of the long-legged driver who attempts to drive the average English small car. The clearance between the driver's legs and the steering wheel is not sufficient to allow easy operation of the clutch, and the result is that the driver usually adopts a very tiring and uncomfortable bow-legged position. As The Scribe has said, the solution is a steering column adjustable for length—unfortunately fitted only on expensive models. Could not the other manufacturers make available the cheaper alternative of two types of steering wheel, a normal flat wheel, and a dished wheel for six-footers? These were obtainable before the war, but more recently the tall drivers (they exist in export markets as well) seem to have been neglected.

West Wickham, Kent. P. H. GODSMARK.

HEATERS

Indicating Capacity

[63728.]—I value your publication beyond measure, but the description of the interior heater in the Minx Mark V (October 5) overawes me, for if this heater is to consume 4 kW, I fear the Minx will be immobilized by this unprecedented demand for electrical energy.

I appreciate that the description given may be simply a comparison with the more familiar articles which are subject to power cuts, but now that the fitting of car interior heaters is standard practice I think their output would be better described by the maximum b.t.u.s obtainable when the engine has reached its normal working temperature. J. H. CHAYTOR.

Rathfarnham, County Dublin, Eire.

DIRTY HABITS

Menace to the Two-wheeled Road User

[63729.]—Considerable publicity has been given recently to the ever-increasing number of accidents in which motor cyclists are involved.

As a motor cyclist and an occasional car driver I think that car drivers can do a lot to help cut down this increase, particu-

CORRESPONDENCE . . . . . continued

larly by ceasing to throw their cigarette ends and other rubbish out of their moving cars. Regularly, whilst out on my motor cycle, I am the receiving end for lighted cigarette ends, orange peel and all sorts of other rubbish which is usually discarded whilst I am overtaking. Recently my pillion passenger had some of her clothes ruined by a cigarette end which fell in her lap unnoticed until she was burnt.

Modern cars are amply equipped with ashtrays and cubby-holes and certainly contain space to store large items of rubbish until the journey's end. Please think next time you go to throw anything out of the window, for you might easily put a following motor cyclist off his balance, or even blind him, thus causing an accident which you might not know anything about. Passengers in public service vehicles can be prosecuted for this, and, anyway, it is an unnecessary, thoughtless and dangerous habit.

Hendon, London, N.W.4. ALAN S. HEATHER.

COMBUSTION

Weak Mixtures Burn Slowly ?

[63730.]—In your issue of October 5 Mr. Peter Fraser [63688] contends that a weak mixture has a slower rate of burning than that of a chemically correct mixture.

This contention is opposed to the published data of Ricardo and other eminent authorities. L. W. E. HARTLEY.

Plumstead, London, S.E.18.

"BARBAROUS BENDIX"

A Defence

[63731.]—May I be allowed to champion the true Bendix in which the drive is taken by the spring itself and therefore is always cushioned? Only expensive cars have been so fitted for some years and the starter engages quietly and does no damage It is the cheaper and now almost universal device, in which the spring does not take the drive, which wears the pinion and the ring. F. G. S. ALDERSON.

Hull, Yorkshire.

WASH-LEATHERS

One Way of Keeping Them

[63732.]—How to keep a wash leather? Hide it—that's real advice. W. PULLON.

Skegness, Lincolnshire.

Best Not Dried

[63733.]—I have read with interest and some amusement your correspondence on how to preserve wash-leathers. One letter [63700] states that the chamois, if washed clean and stretched out to dry, will return to its soft, yellow, pliable nature. I can assure Miss M. F. M. Atkinson that a chamois when in first-class working order is no longer yellow in colour and, if left to dry, as suggested, is never pliable. A new chamois, yellow in colour, must be broken in properly before it can be of much use to dry off a car; that is to say, it should be steeped for a day or two in water, then thoroughly scrubbed to remove all yellow substance and that oily feeling one always gets in a new skin. After a few days' use the chamois will become a natural tan colour like leather, hence the name wash-leather.

After 30 years in private service I find that to get the most out of your chamois, never let it get dry, keep washing it thoroughly when drying off a car, cleanse it thoroughly when finished and leave it in a bucket of water.

Glasgow. CHAUFFEUR.

THE B.R.M.

Simplicity of Design Impossible

[63734.]—May I beg a little space to address, through you, a few remarks to the gentlemen whose plaints about the failure at Monza graced the Correspondence columns of your October 5 issue ?

Spare a thought, Mr. Milligan, from the rueful contemplation of your wasted (?) foreign currency and the doubtful agony of rising early while on holiday, for the feelings of those other Englishmen at Monza, who knew that once again they had to face their backers with only their own enthusiasm and faith as substitutes for the proof which is each time more urgently demanded.

Please remember, Mr. Stallard, how much easier it is to plumb the depth of destructive criticism than to inspire and carry through a project of this type against so many different kinds of difficulty. In passing, don't you think it is rather a good effort for a "pathetic relic" in the hands of a relatively inexperienced driver to lap Monza at within a few seconds of the record?

Mr. Hayes, has not your long experience shown you that, beyond a certain point, to get more and more power from a given engine capacity and from the same principles inevitably means more complexity? I have a sneaking feeling that the designs of the all-conquering "Mercs," the Alfas, and even the large Ferraris, are all a little bit more complicated than a Great Western railway engine. No, Mr. Hayes, blame the formula and not the design that seeks to exploit it. And what a good thing it was for us all that the fetish of simplicity did not prevent makers of the Merlin, for example, from continuing their development of that war-winning engine, which was far from simple by earlier standards.

All of us who are interested in the B.R.M. have been greatly disappointed. Many of us—wise after the event or without full knowledge of the circumstances—think that things might have been handled better. But let us admit that with just two men out of the whole range of Britain's industrial and sporting life lies the credit for having the vision, faith and drive to launch this venture. If they succeed, we shall rejoice. If they fail, let us sympathize. M. EVERARD TAYLOR.

Rochester, Kent.

Too Much Publicity : Too Few Resources

[63735.]—I am very sorry to see that some of your correspondents are so crestfallen about a courageous project whose development is by no means complete.

Surely a great deal of the B.R.M. misery really arises from the facts that:—

(a) The large number of industries contributing various components tends to give the car almost unparalleled publicity and, understandably, Mr. "Knowall" expects the machine to have an unparalleled performance.

(b) Since 1923, Britain has never really had anything that could cope with the Germans and Italians (in the Formula I line), and therefore he thinks that, when at last someone does design and build one, it is bound to vanquish any type of opposition from the word go.

The Alfa Romeos, the Ferraris, the Auto-Unions, the Mercedes-Benz and even Maseratis, were able to get a machine from the drawing board to first success in an incredibly short time because of greater resources.

I see no reason why this beautiful car, the B.R.M., should be regarded as "the most successful flop within the history of motor racing," or for that matter be compared with a G.W.R. engine.

I am ignorant of the results and the successes of the famous Auto-Union and Mercedes-Benz cars up to, say, their seventh or eighth races. After all, the B.R.M.'s list is nothing like some disbelievers say. T. D. BERTHON.

Uppingham, Rutland.

NAMING A SPECIAL

Putting Them All in

[63736.]—We were mildly surprised at the remarks on page 1194 (October 5) in the report of the first September Handicap at Goodwood.

We see no difference between the desirability of such a name as "Thin Wall Special," H.W.M. or any other name, or of "Cromard Special." All signify the business with which the car is associated, the first, in fact, being a well-known Italian make of production racing car.

Perhaps your reporter would have preferred us to name the car in question the "Laystall-Lea-Francis-Armstrong-Siddeley-E.N.V. - Volkswagen - Girling - Dunlop-Scintilla-Gallay-Walter White-Raybern tubular Special." BASIL DE MATTOS,

London, S.E.1. Laystall Engineering Co., Ltd.

[It's the engine that counts!—ED.]

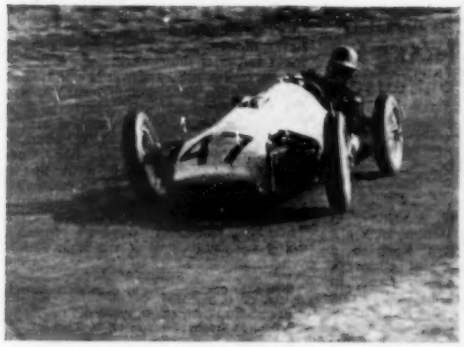
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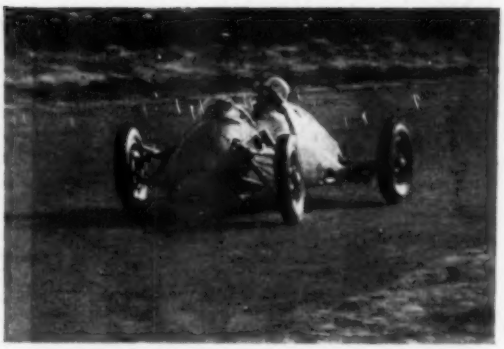
A Companion Wanted

[63737.]—I am looking for a friend who is interested in seeing Africa by car, and with a view to returning to England at a later date via the Sahara. G. GOODLEY.

Bulawayo, S. Rhodesia.

[Address will be supplied.—ED.]





Studies in steering characteristics ; left, Paul Emery in the new Emeryson, and right, Stirling Moss in the Kieft.

LAST · BRANDS HATCH

FINAL MEETING OF 1951 AT KENT TRACK

LAST Sunday the Half-Litre Club staged their final meeting of the year at Brands Hatch, and apart from one sharp shower during the afternoon, the weather was beautifully sunny throughout. As usual, there were three main events; an open challenge race, run in four seven-lap heats with a fifteen-lap final; the Junior Championship race (three similar heats and final), and the Brands Hatch Championship, with two seven-lap heats and a twenty-five-lap final. In addition there was the Mechanics' Race, to give those hard-worked individuals a chance to drive for a change.

The first heat of the afternoon produced one unfortunate incident, when I. Pelling's Emeryson ran off the road approaching Clearways and hit the fence; the driver was uninjured, but one spectator suffered a broken leg. Stirling Moss appeared in the third heat with the new Kieft, the first time that this car had appeared at Brands Hatch; but nobody who saw him win this heat with consummate ease would have realized that the gear box casing had cracked just before-hand, the oil being held in by chewing-gum! Frantic efforts were then made to change the gear box in time for the car to run in the final, but without success; this, then, resulted in a victory for S. Lewis-Evans' Cooper, while Don Gray's Cooper defeated Don Parker's familiar J.B.S. for second place.

Lewis-Evans, driving very well indeed, also won the Junior Championship with great ease; and then came the main event of the day, the Championship itself. Don Gray won the first heat, and Stirling Moss (complete with fresh gear box) the second, during which it rained slightly; fortunately the track dried before the final. In this Moss made no mistake at all, winning by almost a lap from Norman Gray (Don's younger brother, also in a Cooper), and lapping the rest of the field in the twenty-five-mile event. Don Gray hung on to him grimly for the first few laps, but then fell out; the race average speed was the highest yet recorded at Brands Hatch.

The sole remaining event was the Mechanics' Race, which was run in failing light. At first John Tatam led in Powell-Richards' old-type Kieft, but was finally passed by motor cyclist Dudley Ward in A. W. Richards' J.B.S. Unhappily, H. Parker, driving W. H. Lowe's Cooper, overturned before entering Clearways, the driver suffering severe head injuries from which he died before reaching hospital; a sad end to an excellent and otherwise enjoyable day's racing.

BRANDS HATCH RESULTS

Open Challenge Race (4 heats of 7 laps, final of 15 laps)—Heat 1: 1, Cooper-J.A.P. (D. H. R. Gray), 65.93 m.p.h.; 2, Cooper-Norton (C. D. Headland); 3, Iota-Norton (D. Taylor).

Heat 2: 1, Cooper-J.A.P. (J. K. B. Brise), 64.89 m.p.h.; 2, Cooper-J.A.P. (W. T. Leigh); 3, Cooper-J.A.P. (N. J. Gray).

Heat 3: 1, Kieft-Norton (S. Moss), 65.86 m.p.h.; 2, Cooper-J.A.P. (R. W. Brise); 3, Cooper-J.A.P. (J. Gregory).

Heat 4: 1, Cooper-J.A.P. (S. Lewis-Evans), 65.45 m.p.h.; 2, J.B.S.-J.A.P. (D. Parker); 3, C.R.M.-B.S.A. (C. A. Street).

Final: 1, Cooper-J.A.P. (S. Lewis-Evans), 65.56 m.p.h.; 2, Cooper-J.A.P. (D. H. R. Gray); 3, J.B.S.-J.A.P. (D. Parker); 4, Cooper-J.A.P. (R. W. Brise); 5, Cooper-J.A.P. (N. J. Gray; 6, Iota-Norton (D. Taylor).

Junior Brands Hatch Championship (3 heats of 7 laps, final of 15 laps).—Heat 1: 1, Cooper-J.A.P. (S. Lewis-Evans), 65.72 m.p.h.; 2, Cooper-J.A.P. (R. W. Brise); 3, Kieft-J.A.P. (L. Taylor).

Heat 2: 1, Iota-Norton (D. Taylor), 64.08 m.p.h.; 2, Cooper-J.A.P. (N. B. Johnson); 3, Kieft-J.A.P. (Powell Richards).

Heat 3: 1, Cooper-J.A.P. (W. T. Leigh), 62.78 m.p.h.; 2, Iota-Nor-J.A.P. (P. Tuck); 3, Cooper-J.A.P. (J. D. Wheeler).

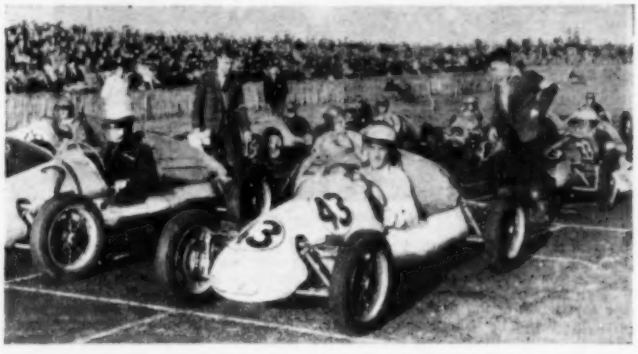
Final: 1, Cooper-J.A.P. (S. Lewis-Evans), 60.40 m.p.h.; 2, Cooper-J.A.P. (R. W. Brise); 3, Arnott-J.A.P. (J. Brown); 4, Iota-Nor-J.A.P. (P. Tuck); 5, J.B.S. (M. Lambert); 6, Iota-Norton (D. Taylor).

Brands Hatch Championship (2 heats of 7 laps, final of 25 laps): Heat 1: 1, Cooper- J.A.P. (D. H. R. Gray), 64.52 m.p.h.; 2, J.B.S.-J.A.P. (A. W. Richards); 3, J.B.S.-Norton (A. Loens).

Heat 2: 1, Kieft-Norton (S. Moss), 65.35 m.p.h.; 2, Cooper-Norton (C. D. Headland); 3 Cooper-J.A.P. (N. J. Gray).

Final: 1, Kieft-Norton (S. Moss), 66.91 m.p.h.; 2, Cooper-J.A.P. (N. J. Gray); 3, J.B.S.-Norton (D. Parker); 4, J.B.S.-J.A.P. (A. W. Richards); 5, Emerson-Norton (H. L. Daniell); 6, Arnott-J.A.P. (J. K. B. Brise).

Mechanics' race (10 laps): 1, J.B.S.-J.A.P. (D. Ward), 59.45 m.p.h.; 2, Kieft-J.A.P. (J. Tatam); 3, Cooper-J.A.P. (H. Samuels); 4, Cooper-J.A.P. (B. B. B. Johnson).



S. Lewis-Evans, who scored twice at Brands Hatch, on the starting line.

CROWDED PEAKS

EVERY year the Sheffield and Hallamshire club's High Peak trial, held mainly in Derbyshire, attracts an extraordinarily large crowd of spectators. Last Sunday was no exception and during the gloriously sunny morning literally many hundreds of enthusiasts clambered up almost every hill to watch the fun. Every competitor's efforts were properly rewarded with cheers, go-on-go-ons, and plainspoken advice. Even in the heavy rain towards the end the spectators were still hard at it, making the whole event vastly exciting. Certainly no finer venue could be picked for a trial and the crowds, sunshine, expert performers and the tie-

CROWDED PEAKS : continued



J. W. S. Utley, in his Dellow, makes a spirited start to a successful climb of Old Joe's Lane, in the M.C.C. Sporting Trial.



The well-known red Clegg Special, in the hands of J. Clegg, comes unstuck well up Greenhope, in the High Peak trial, held last Sunday.

up with the M.C.C., who had held their Sporting Trial the previous day, brought success to a very high peak.

With the whirring of ciné cameras—for the sound film of the trial shown in the evening—the early competitors left the start at Bamford for the first special test. This was a straightforward forward and reverse affair followed by two first-class hills close together, Old Lees and Greenhope. Both stopped most cars although, on the first, the great variety in the performances of different cars added to the interest. Fail, fail, fail—then the 28th car, T. C. Harrison up, went right to the top, followed soon after by E. J. Chandler. More failures, then Edward Harrison, T.C.'s son, repeated the achievement. So tough was Old Lees in fact that, apart from these, only A. M. Beardshaw, Reg Phillips and J. D. Sleeman—all veterans—made it.

The second test was a timed run along a track, round a pylon on a rough surface and then straight on to a flying finish. Here the game Mrs. F. Mayne was unlucky : the M.C.C. trial had seen her car put out with a seized differential, and in this test she included a typical Derbyshire agricultural wall in her route.

More fine countryside followed—and so did the spectators! Down through Millers Dale, with its great rock walls, to Litton Slack. Only 12 had any difficulty, and special sympathy went to the last few cars which had rain to make all the difference. Four of the last nine failed entirely, compared with one of the first 57. Waterloo, like Old Lees, was one of those ideal sections where survival of the fittest was the rule; but being marked in sections the field of competitors was "graded." This was Waterloo for everyone, but some lost only four marks.

The famous Cow Low, by A6, near Buxton, rounded off a great day. Here again the weather played some unkind tricks for, after the sunshine of the morning, there was plenty of wet later on. The fourth car, A. D. Hasemer's Austin, was the first failure but the experts took it all in their unhurried, successful stride. Cyril Corbishley's C.C.S., A. W. Francis' big Mercury-engined H.R.G., Miss Corbishley's C.C.S.—they all went up in style, watched once more by an enormous crowd. T. C. Harrison, the eventual trophy winner, went up in the usual "Sunday afternoon dander" fashion, doing the right thing at the right time.

RESULTS

High Peak Challenge Trophy (best performance): Harford (T. C. Harrison).

Runner-up: Fairley (R. W. Phillips).

3, Beeston Trophy: Sleeman (J. D. Sleeman).

4, Needham Trophy: Harford (E. Harrison).

Special awards: 5, Clegg (A. W. Lilley); 6, Chandler (E. J. Chandler); 7, Ford (G. P. Mosby); 8, Clegg (J. Clegg); 9, Ford (M. Wilde); 10, O.R.H. (J. W. Fleetwood); 11, H.R.G. (A. W. Francis); 12, A. W Spl. (A. J. Lilley); Oliver (L. J. Oliver); 14, Trident (H. H. Cryer); 15, Underwood (W. Underwood); 16, Bailey (K. R. Bailey); 17 **(Club Award)**, B.N. (J. Rayner); 18, Ward (R. W. Farnsworth); 19, Lotus (M. H. Lawson); 20, Clegg (A. Butler).

Team award: Westwinders—Harford (T. C. Harrison), Ford (G. P. Mosby), Ford (M. Wilde).

UP IN THE DALES

UP in Derbyshire last Saturday the M.C.C. held their 24th Sporting Trial for solo motor cycles and cars. Partly aided, perhaps, by a reasonably "easy" course, the whole event was conducted with commendable despatch.

Two loops were used, roughly north-east and south-east of Buxton respectively, and such well-known hills as Cow Low and Dun Cow's Lane were included. Cow Low is the same hill as that used by the Sheffield and Hallamshire club in their High Peak trial. This can be a real stopper, for it goes up, up and yet more up, getting steadily worse. However, the weather was mainly dry, which made all the difference. This weather kindness (or awkwardness, according to your point of view) applied everywhere, for such hills as Old Joe's Lane could have been very formidable indeed after a downpour.

This year's event saw Dun Cow's Grove altered to make it much more interesting. A hump in the track was followed by a detour to the left, with a vicious, muddy right-hand corner to bring the cars back on the track again. Here Mrs. F. C. Mayne was unlucky, her exceptionally smart car seizing its differential. Rain fell in the afternoon and the very last cars suffered—failures like J. R. Bramley and R. A. Hellyar being bad luck.

The honour and glory of the trial went—very deservedly—to W. A. Cleave, a member of the West of England club, and his 1,086 c.c. Morris special. C. F. Crossby, with his blown Vauxhall special, took highest place among the actual M.C.C. members.

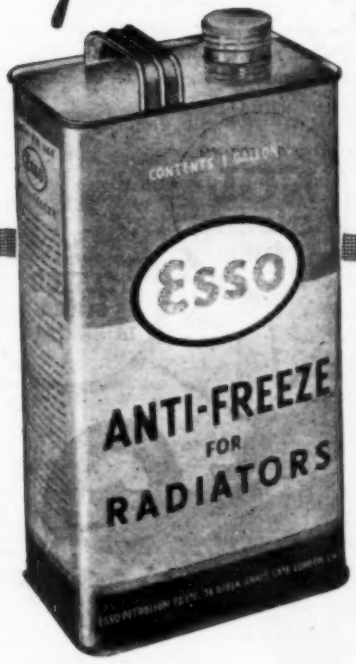
After the trial a bright, informal dinner was hungrily consumed at Bakewell, this get-together being a suitable function as the Sheffield and Hallamshire club's trial was held the following day (as previously described) and the dinner became a *tour de force* of many a different clubman.

PROVISIONAL RESULTS

Best performance (member of invited club): Morris Spl. 1,086 c.c. (W. A. Cleave), W. of E. M.C.

Runner-up (M.C.C. member): Vauxhall Spl. 1,205 s (C. F. Crossby). **First-class awards:** Dellow 1,172 s (F. E. Wall); O.R.H. Sp. 1,172 (J. W. Fleetwood); Wharton 1,190 (A. M. Beardshaw); Wilson Spl. 1,172 (M. S. Wilson); Dellow 1,172 (J. W. S. Utley); Rolah 5,622 (A. Pownall); Dellow 1,172 (F. M. Goodall); A.W. 1,172 s (F. Dean); Lotus I 1,172 (M. H. Lawson); Lea-Francis 1,496 (A. L. S. Denner); Ford Spl. 1,172 (A. Bayliss); Harley Spl. 1,172 s (S. Horsfield); Atkinson Spl. 1,225 (P. A. Atkinson); Sleeman Sp. 1,172 s (J. D. Sleeman); Appleton 1,496 (J. H. Appleton).

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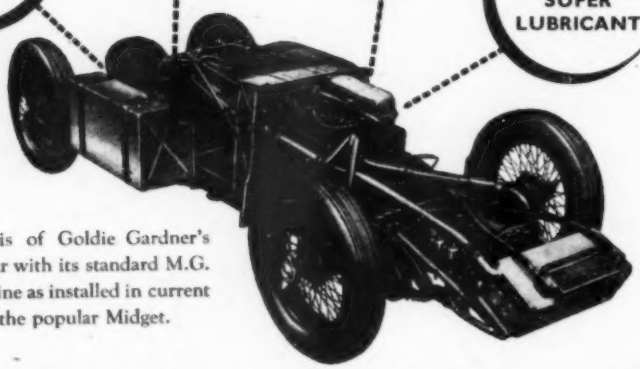
Lt.-Col. A. T. Goldie Gardner, holder of 26 International Speed Records has, since 1939, consistently used Duckham's Lubricants for his record-breaking runs.

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THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

NOW, on Sunday next, comes the last full-scale Grand Prix race of 1951; the Spanish G.P., run on the 3.9-mile Circuit de Pedralbes, on the outskirts of Barcelona. The particular importance of this race lies in the keen struggle for first place in the World's Championship for drivers; at present Fangio leads, with 28 points, while Ascari is second with 25 and Gonzalez third with 21. So anything may happen yet!

The entry list is just about as good as it can possibly be, except for the absence of the B.R.M. team. Five Ferraris, four Alfa Romeos, five Talbots, four Maseratis, three Simca-Gordinis and an Osca; twenty-two of the fastest road-racing cars in the world. And it is a fast circuit; Ascari holds the lap record at the moment, which he set up last year at just under 94 m.p.h., when there were no Alfas to push him. The principal fight will naturally be between the official Alfa and Ferrari teams, each of four cars; Farina, Fangio, Bonetto and de Graffenried driving for the former *marque*, and Ascari, Villoresi, Gonzalez and Taruffi for the latter. The Alfas have lately shown themselves to be still fractionally faster than the Ferraris, but rather less reliable—and I, for one, am taking no bets on the result.

ENTRIES

Alfa Romeo: 1,500 s: Farina, Fangio, Bonetto, de Graffenried; **Ferrari** 4,500: Ascari, Villoresi, Gonzalez, Taruffi; 1,500 s: Whitehead; **Maserati** 1,500 s: Branca, Landi, Jover, Godia; **Osca** 4,500: Bira; **Simca-Gordini** 1,500 s: Manzon, Trintignant, Simon; **Talbot** 4,500: Rosier, Chiron, Giraud-Cabantous, Etancelin, Claes.

ALSO this coming weekend are the Aston Martin O.C. Speed Trial at Snetterton Heath, Snetterton, Norfolk, starting at 10.30 a.m. on Saturday, and the Maidstone and Mid-Kent M.C. Bossom Trophy trial on Sunday, which starts at 11 a.m. from the Square, Lenham, Kent. The full sixty entries have been received for the former event, including many noted names—Ken Wharton, Dennis Poore, Leslie Johnson, Oscar Moore, Tony Crook, George Abecassis, Duncan Hamilton, and many more. This, although called a speed trial, will be something very closely approximating to a race meeting, as the course is a complete airfield circuit 2.51 miles in length, and cars will start three at a time and do two laps of the course. All competitors will have two runs. Admission is free, by ticket only, to members of the organizing and invited clubs and their friends, who should see some very exciting motoring.

Two rallies running over the week-end are the Sporting Owner Drivers' Club Twenty-Four Hour rally, and the first annual Inter-Varsity rally, organized by the Manchester University M.C. Both of these have received a good entry, and the former especially, including as it does twenty timed laps of Brands Hatch (this is *not* a race), should provide some exciting moments

SPEAKING of Brands Hatch reminds me: I hope the Half-Litre Club will not be deterred from staging future Mechanics' Races by the unfortunate fatality during last Sunday's meeting. The opportunities which exist for most mechanics to do a bit of racing are few and far between, and not many competitors can afford either the time or the money necessary to enter their mechanics in one of the more elaborate events. But many of the mechanics are immensely keen and itching to "have a go," and this race gives them a chance; it comes at the end of the meeting (and, if it comes to that, at the end of the season also), so if the car breaks it has not deprived the owner of a drive, and as the car is at the meeting anyway little extra expense is involved.

THE British Trials Drivers' Association's Rally Star, points for which are obtained from four of the major events in this country, has now reached the three-quarter stage. Already run have been the Morecambe Rally, the R.A.C. Rally of G.B. and the Scottish Rally; there remains the M.C.C. *Daily Express* Rally, which takes place in ten days' time. The placings so far are: First, D. G. Scott (M.G.), 36 marks; second, E. B. Wadsworth (Jaguar XK120), 20 marks; third, V. R. Pilkington (ditto), 15 marks, and fourth, A. G. Imhof (Jupiter), 10 marks. As a win counts 25 marks, this is another championship in which anything can happen yet; any of the first three mentioned can yet win this contest. Incidentally, Denis Flather, secretary of the B.T.D.A., has recently pointed out to me that any member of the association is automatically eligible for both the Rally competition and the Trials Gold Star.

MANY of the race meetings and speed events which have been held in this country during the last few years have been "closed" events; that is, open only to the members of a certain club, or clubs. Now, in the General Competition Rules issued by the R.A.C., under which all motoring competitions in this country are run, there is a certain paragraph (Rule 24) which states that "Members who have during the current or previous year finished in one of the first five places in any international race are not eligible to take part in a race run as a closed com-

COMING SHORTLY

Until OCTOBER 27.—London Show.

OCTOBER 26.—Bugatti O.C. Annual dinner and dance, Dorchester Hotel, Park Lane, London, W.1, 7.30 p.m.

26.—Fiat 500 Club. Anniversary dinner and dance, 96 Restaurant, Piccadilly, London, W.1.

27.—Aston Martin O.C. Snetterton Heath Speed Trial, Snetterton, Norfolk, 10.30 a.m.

27-28.—Sporting Owner D.C. Sporting twenty-four-hour rally, competitors to choose their own starting points.

27-28.—Manchester University M.C. First annual inter-varsity rally, starting from Newcastle, Birmingham and London.

28.—Leicestershire C.C. Lonsdale Trophy Trial, starting from Lee Street car park, Leicester, 2.30 p.m.

28.—Maidstone and Mid-Kent M.C. Bossom Trophy trial, starting from the Square, Lenham, Kent, 11 a.m.

28.—Southern Jowett C.C. Novices' point-to-point map-reading contest, starting Mill Hill, Middlesex, 10.30 a.m.

28.—Falcon M.C. Trial, N. Hertfordshire.

28.—Waterloo and D.M.C. Trial, North Lancashire.

28.—**Spanish Grand Prix, Barcelona, Spain.**

31.—Chiltern C.C. Film show, Crown Hotel, Amersham, Buckinghamshire.

NOVEMBER 2.—Mid-Cheshire C.C. Annual dinner-dance, Lodge Hall, Oulton Park, Little Budworth, near Tarporley, Cheshire.

3.—Vintage S.C.C. Trial, Ilkley.

4.—Cemian M.C. Knowland Trophy trial, Hindhead, Surrey.

4.—Rhyl and D.M.C. Trial, North Wales.

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THE SPORT . . . . . continued

petition." This rule has certainly not been observed recently; not, in fact, since the war ended, as far as I remember; but recently someone noticed it and wrote to the R.A.C. about it, asking why it was that Reg Parnell, Stirling Moss and others were about to compete at Winfield, which was a meeting run under a closed invitation permit.

This put the cat among the pigeons in a big way, and a good deal of head-scratching ensued; the result, simple enough in itself, was that the meeting in question (and various other subsequent meetings) were issued with a variety of restricted permit instead of a closed invitation one. But it seems to me that some definite statement will have to be made as a guide to organizing clubs, on the status and scope of the various forms of permit.

* * *

WILLIAM SYDNEY, of 23, Lamberhurst Road, West Norwood, London, S.E.27, would like to form a motor club in his area. Perhaps those interested would write to him at the above address. The programme will, of course, depend largely upon the type of event in which members wish to compete, but it is hoped to run rallies, social gatherings, and to improve generally the standard of driving.

J. A. C.

CLUB NEWS

Wolverhampton and South Staffordshire C.C.—This is yet another newly formed club, intended to cater for the motor sporting and social requirements of enthusiasts living in the South Staffordshire area. Honorary secretary is T. Y. Fullwood, of the Staffordshire Tyre Company, Chapel Ash, Wolverhampton.

M.G. Car Club (Midland Area).—On a misty morning, the production car trial, run on Sunday, October 14, boded well—for the organizers—with a slippery surface. But by mid-morning the sun had broken through, and the surface was drying quickly. G. Lewis again proved his worth by gaining first place in his class (for open cars) with the H.R.G., closely followed by R. Hughes and G. Brown, driving M.G.s; in the closed car class, competitors found some difficulty in the Devil's Leap section, a short steep hill with a surface of rock and mud. The exception was S. Loxton, in his 1½-litre M.G. saloon, who coped in excellent style with adversity and thus won the class for saloon cars. Ham and eggs were served at the finish, the Park Attwood Hotel, near Kidderminster.

Shenstone and D. C.C.—On Saturday, October 13, the club held a closed invitation rally, in which members of the following clubs competed: Hagley and District, Lancashire and Cheshire, Leicestershire, Midland Motor Enthusiasts, Pathfinders and Derby, Sheffield and Hallamshire, and the V.S.C.C. There were 70 entries, with 47 scheduled to start from Shenstone, near Lichfield, and 23 from Penistone, Derbyshire. There were, however, five non-starters, and 37 competitors completed the route and tests, not many with clean cards for the road section. The event covered some 200 miles of moderately difficult route through the Manifold Valley, via Strines Moor and Matlock to Longnor, in Shropshire, and so to the finish, at Buxton. Mist on the moors certainly made navigation more difficult than it would otherwise have been, and the two driving tests at the finish—in which the more powerful, long-wheelbase cars were at a disadvantage—were amusing and helped to even out the final result. On the Sunday the concours d'élégance took place.

Rally results: Best performance: Mercury saloon (J. D. Sleeman), 2 marks lost; **Open car:** M.G. (A. Bemrose), 7; **Closed car:** Riley saloon (T. R. Wood), 2. **In each class:** M.G. (A. G. Allen); Frazer-Nash-B.M.W. (M. Crumb); Allard (A. Gascoigne); Ford (A. R. Priestley); Singer (D. D. James); Triumph (H. C. Burrows). **Souvenir awards (for loss of no marks on road section):** Sunbeam-Talbot (A. Towle); M.G. (R. A. Hopkinson); Austin (H. D. Tayner); Hillman (B. H. B. Upton).

Eastern Counties M.C.—This club held a successful race meeting at Fersfield Airfield, South Norfolk, on October 7, in which five-lap races catered for all types of car from the Austin Seven to the Jaguar XK120. The final event of the day was a handicap for sports cars, run in two heats, the first heat of which was for cars up to 1,500 c.c. However, in the final, all classes ran together, but the handicappers were kind to the smaller cars (who would be a handicapper, anyway!), and the race resulted in a win for C. M. S. Abbott in the Paramount, with S. E. Sears' Frazer-Nash runner-up. After the meeting, members were invited to a noggin and natter at the Grange Country Club, near Diss, in Norfolk, by the Bentley Drivers' Club. Results are as follows:

Up to 1,100 c.c.: M.G. 847 (M. Bash). **1,101 to 1,500 c.c.:** Frazer-Nash 1,496 (C. N. Sears). **One-lap speed trials, fastest in each class: 1,100 to 1,500 c.c.,** Riley 1,496 (E. Kinnell); **1,501 to 2,500 c.c.,** Healey 2,443 (H. Kemp Place); **over 2,500 c.c.,** Jaguar 3,442 (W. B. Black). **1,500 to 2,500 c.c.:** Healey 2,443 (H. Kemp Place). **Over 2,500 c.c.:** Jaguar 3,442 (W. B. Black). **25-lap scratch relay race:** 1st team, Austin (K. Cotterell), M.G. (W. J. Pinboro), Amilcar (R. Sage). **Handicap race:** Paramount 1,172 (C. M. S. Abbott).

Scottish Motor Racing Club.—At a special meeting held recently it was unanimously agreed that the club should become the organizing body for 500 c.c. racing drivers in Scotland. Permission has been obtained from the town council of Kirkcaldy, in Fife, to hold a 500 c.c. race meeting at Beveridge Park in the spring of next year. It is an interesting road circuit, of 1.3 miles, situated in parkland; it will provide accommodation for spectators and a good parking ground. All interested in the development of 500 c.c. racing in Scotland should write to the club secretary, at 27, Stirling Road, Edinburgh, 5.

IN BRIEF

Mr. Bryce Cousens, who has been appointed manager of the Automotive Lubricants department of the Vacuum Oil Co., Ltd., has not severed his connections with the company's agricultural interests, but will continue these as before.

The annual dinner for the sales staff of Smiths Motor Accessories, Ltd., Cricklewood Works, London, N.W.2, was held on October 15 at the Trocadero, London.

In the recent fire at the head office and principal showrooms of Guy Salmon Automobiles, Portsmouth Road, Thames Ditton, Surrey, the damage was not sufficiently severe to curtail business. The entire stock of cars was saved almost intact. The fire was caused by the ignition of a solution which was being used on the floor for degreasing.

Mr. H. E. G. Harvey has been appointed publicity manager of Ferodo, Ltd., and will be responsible to the sales director, Mr. F. L. Harrap, for the publicity, advertising and public relations activities of the company.

After forty-six years with the Daimler company, Mr. H. J. Satchwell, A.M.I.Mech.E., has retired.

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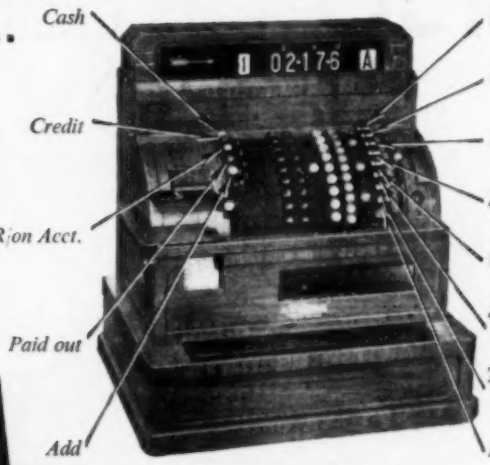
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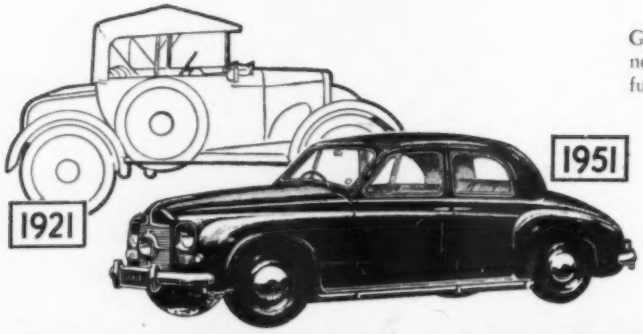
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1930 **MORRIS** 10 saloon £150
1937 **MORRIS** 8 4-door saloon, radio..... £275
1938 **MORRIS** 12 saloon £295
1937 **ROVER** 12 saloon, exceptional £495
1940 **SINGER** 10 drophead coupe £395
1936 **STANDARD** 12 saloon, really exceptional... £195
1940 **VAUXHALL** 16 saloon, excellent condition.. £475
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Alfa-Romeo Cars Wanted

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CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3., are keen buyers of late models. Flaxman 0052. [9312

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd.—Spares and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0124

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ALLARD

1950 Allard saloon, 9,000 miles, black, immaculate condition; £1,295.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Sloane 3557/6970. [1496

1949 Allard 2-seater, 18,000 miles, absolutely unmarked, first reasonable offer accepted, room wanted.—6, Cranley Mews, S.W.7. Kensington 8698. [2237

1948 (July) Allard 4-seater sports tourer, red, exceptional condition; £850.—Park Garage (Molesey) Ltd., Hampton Court Way, Molesey. Tel. 4371. [5020

1948 (Oct.) Allard 4-seater tourer, grey, maroon leather, 25,000 miles.—Boshier & Pattenden, Ltd., Chapel Field Road Garage, Norwich. Tel. Norwich 24194/5. [2068

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ALLARD MOTOR Co., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2333.

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1949 Alvis 14hp saloon, 14,000 miles; choice of two.

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1948 Alvis 14hp Tickford coupe, black.

1948 Alvis 14hp Utility, special interior finish.

1947 Alvis 14hp standard coupe, green.

ALVIS cars examined and approved by makers.

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18 Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [2455

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

GUY SALMON AUTOMOBILES, Ltd. offer:—

1948 Alvis 14 saloon; £1,595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [7485

GORDON CARS (LONDON), Ltd.—1950 Alvis 14hp saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1949 Alvis 14hp saloon, black.—Be.ow.

GORDON CARS (LONDON), Ltd.—1949 Alvis 14hp coupe, grey.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [2463

1936 Alvis Firebird 4-seater sports, recellulosed racing green; £395.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353, 1709. [1684

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1949 (July) Alvis 14hp saloon, maroon, beige leather, one owner, moderate mileage, superb order; £1,350. [2603

ALVIS 20 saloon, 1933, perfect; £300.—Roseleigh, Dean Oak Lane Leigh, nr. Reigate. [1981

WIMBUSH offers: 1949 Alvis 14hp standard drophead coupe, 4-str., grey, low mileage; £1,350.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [7552

ALVIS 14 chassis, new, unregistered, fitted with hartiaiy built shooting brake body; price £800.

JAMES H. GALT Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [2082

1949 (Dec.) Alvis 14hp green saloon, 10,000 miles, one owner, as new; £1,500.—Box 4779. [2704

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [7659

ALTON GARAGE. "The Alvis People," offer a further selection of Alvis cars from their large stock:—

£495 —"25" 7-seater owner-driver saloon; £625, 1937 4.5 sports saloon; £525, 1936 12/70 sports saloon; £495, "25" 7-seater owner-driver saloon; £475, 1936 Speed 25 sports saloon; £450, 1937 Silver Crest 16.9 sports saloon; £425, 1934 Speed 20 special Mayfair saloon; £385, 1934 Speed 20 sports tourer; £585, 1933 Speed 20 super sports tourer; £575, 1935 16.95 drop head coupe; £365, 1934 Speed 20 Charlesworth saloon, £525, 1935 14hp Firebird saloon; £325, 1933 12hp Firefly 6-light saloon; £325, 1934 "17" family saloon; £325, 1935, Speed 20 fixed head V.D.P. coupe; £295, 1933 12hp Firefly sports saloon (choice of two); £235, 1935 14hp Firebird sports saloon; £235, Special 16.95 sports saloon; £225, 12/50 wide 2-seater; £195, 12/50 "Big Port" Beetleback; £165, 12/50 standard Beetleback; £165, 1933 12hp Firefly saloon; £135, 12/50 1927 2-seater; easy payments and insurance gladly arranged on any car.—Alton Garage, 17-18, Brook Mews North, Craven Rd., W.2. Paddington 5952. [2525

SPEED 20 tourer, V.D.P., 1935, excellent condition throughout; £365.—Raybern Cars, Ltd., Alton Rd., Richmond. Tel. 0469. [2175

1936 Alvis 17hp, good condition; £225.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221 Mai 1627 [8625

ALVIS 14 drop head coupe, 1948 (Sept.), finished in grey with grey leather upholstery, fitted with H.M.V. radio and heater, 6,800 miles on.y.

JAMES H. GALT, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [2081

1949 (Dec., 1948) Alvis 14hp saloon, green, beige hide, heater and radio.—Boshier & Pattenden, Ltd., Chapel Field Road Garage, Norwich. Tel. Norwich 24184/5. [2067

1938 Alvis 12-70 saloon, metallic grey, reconditioned engine fitted 1949, excellent mechanical order, 4 almost new tyres; £550.—Barton, 15, Cecil Ave., Gillingham, Kent. [1962

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton) Ltd., Bradshawgate, Bolton (Tel. 4080); and 176 Deansgate, Manchester (Tel. Deansgate 4507). [0589

1937 Alvis Speed 25 Charlesworth saloon, colour black, beige leather upholstery, P.100 head lamps, pass lights, taxed, new radio, fitted jacks, one shot oiling; £550.—Bond, 22, Lake Rd. East, Cardiff. [2047

1938 Alvis 12/70 saloon, maroon with brown interior, a good example of this fine model, in condition as it has been used, taxed, £465.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 5408. [1915

£385.—1935 Alvis 7-passenger limousine, black leather and Bedford cord, division, face-forwards, etc., very clean condition throughout.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. [5674

1948 (July) Alvis Tickford drop head 3-seater coupe, most exceptionally well maintained, in green with beige upholstery, radio, heater, 23,000 miles, one owner; £1,250.—Bernard, 1, Vale Parade, S.W.15. Kin. 6713. [9882

1949 Alvis 14 saloon, black with brown leather, heater and radio, low mileage, one owner, superb car in new condition; £1,450; any good post-war car considered in exchange.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [2402

1939 Alvis Speed 25 sports saloon, black with maroon leather, speedometer reading 37,268, first regd. 30.11.38, one owner, in excellent condition; £795; any good car considered in exchange.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [2403

695 gns.—Alvis 14, July 1947, shooting brake, 4-door 5-seater, coachbuilt body, glass all round, removable rear seat, drop tailboard, excellent condition, open terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2865

H. F. EDWARDS offer 1948 (March) Alvis fitted superb drophead 4-seater sports coupe body, black and chromium, green leather, bumpers, discs, twin horns, fog lamps, one owner, immaculate and interesting car, delightful performance, thoroughly recommended; written guarantee; £1,175, terms, exchanges.—154, Gt. Tichfield St. W.1. Tel. Langham 0012. [9409

ALVIS

TANKARD & SMITH, Ltd., offer 1936 Alvis Silver Eagle drop head foursome coupe in silver grey with matching leather, a well-maintained car with excellent performance; £450; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd. S.W.3. Tel. Flaxman 4601-5. [2529

RICHARDS & BROWN offer:—1935 Alvis Silver Eagle saloon, complete engine overhaul in excellent condition throughout, £525; 1954 11.9hp Firefly saloon, rebuilt gearbox relined brakes, new tyres and batteries, rebored 3,000 miles ago, £315.—2, Ringers Rd. Bromley, Kent. Tel. Ravensbourne 7467 or 6479. [2924

Alvis Cars Wanted

R ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0914

1949—50 Alvis; please give particulars and price.

A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2674-5. [0494

S. F. ERSKINE & SONS, Alvis distributors of Woking invite details of late models for disposal.—Woking 550. [0697

CHARLES POLLETT, Ltd., buy good late model cars, —18, Berkeley St., W.1. May. 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 852, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. "Grams, Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. "Grams, Alvis, Coventry.

CHARLES POLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591

KINGSTON-ON-THAMES.—Sales, Service and Spares —G. W. Wilkin Ltd., Weston Park, and 94, Eden St., Kingston 2241. [0678

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2674-5. [0653

AMERICAN CARS

SIMPSON'S MOTORS offer:—

1948 Buick convertible, electrically operated hood, all accessories.

1949 Chevrolet 2-door sedan, fitted with radio and heater.

1948 Chevrolet convertible, electrically operated head, fitted with heater.

1948/9 Kaiser-Frazer saloon, fitted with heater, colour coral sand.

LATE type Oldsmobile 4-door saloon, hydramatic drive.

1949 Plymouth 4-door saloon, fitted with heater and seat covers.

1948 Studebaker Commander, electrically operated hood, all accessories.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 6691-2. [1211

JOE THOMPSON (MOTORS), Ltd., offer:—

R H D Cadillac, 1949, Fleetwood 4-door saloon, ohv engine, all extras.

R H D Buick, 1949, Super 51 4-door saloon, radio.

R H D Chevrolet, 1951 de luxe, 4-door saloon, radio.

R H D Buick, 1948, Super 51 4-door saloon, radio.

R H D Chevrolet, 1948, de luxe, 4-door saloon.

R H D Packard, 1948, de luxe 4-door saloon.

R H D Packard, 1947 Clipper 4-door saloon.

L H D—Assortment of.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4859.

CAMDEN MOTORS offer the following post-war American cars, all guaranteed in writing:—

1947 Buick Super Eight 6-seater saloon, 4-door model, all extras.

1949 Ford V.8 (American) right-hand drive 6-seater saloon, leather interior.

1947 Ford V.8 (American) right-hand drive 6-seater saloon, all extras, 15,000 miles only.

1949 Chevrolet Fleetline 6-seater sln., 4-door model, moderate mileage.

1948 Chevrolet Fleetline 6-seater sln., latest body style.

1948 Chevrolet Fleetmaster 4-door saloon, all extras, 15,000 miles only.

1945 Chevrolet Fleetline 6-seater sln., 4-door model, moderate mileage.

1949 Mercury Eight 6-seater drop head coupe, electric hood, overdrive.

1947 Plymouth 6-seater saloon de luxe, radio, heater and all extras.

1947 Packard Super Clipper Eight 6-seater saloon, right-hand drive model.

1947 Packard Clipper Six saloon, 4-door right-hand drive model.

1948 Pontiac streamliner Eight 6-seater sln., with hydramatic drive, etc.

FOR details and prices of above see under respective classifications; 15 other post-war American cars in stock; write or 'phone to:—

CAMDEN MOTORS, Lake St., Leighton Buzzard. Beds. Tel. 2041 (5 lines). [2544

1948 Ford Tudor saloon 26hp Straight Six, l.h.d., in leather, exceptional, £750.—Purslow, Frankwell, Shrewsbury. Tel. 2214. [1966

American Cars Wanted

SM SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists, urgently require all models American Cars. Wembley 6691/2. [0347

American Cars Wanted

DICKS

THE American car buyers.

DICKS CAR SALES, Ltd., 885-401, High Rd., Kilburn Maida Vale 6888-9. [1284

SIDNEY MARCUS, Ltd.,

BIGGEST buyers of American cars.

URGENTLY require post-war American cars.—53, Sloane St., S.W.1. Tel Sloane 3557-6970. [1507

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists

URGENTLY require all models American cars. Tel. Wembley 6691/2. [0476

ARMSTRONG SIDDELEY

P & J PASS & JOYCE Ltd., offer:—

1950 Armstrong Siddeley 18hp Lancaster saloon, grey/blue, synchromesh gears, excellent condition, one owner.—184, Gt. Portland St., W.1. Museum 1001. [1596

CAR MART, Ltd.

1950 Armstrong Siddeley Whitley saloon, heater, 7,000 miles; £1,695.—Car Mart Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1197

W. J. BROWN, Ltd.

1947 (July) Armstrong Hurricane drop head foursome coupe, grey and maroon; £495.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3. Hampstead 4414.

ADJACENT Finchley Rd. Stations. [2480

CARR BROS. offer:—

1936 Armstrong 17hp sportsman's saloon, 58,000 miles on.y mechanically perfect, bodywork in black cellu.ose as new, interior beautifully upholstered in green leather and spotlessly clean; this amazing car was not used from 1939-1947, and its condition is really outstanding, excellent performance 24 m.p.g.; £495.

CARR BROS. GARAGES, Ltd., Purley. Uplands 4811-2-3. [2821

NORMAN AUTOS offer:—

1939 Armstrong 25 7-seater division saloon, practically uncratched; £425.—346-354, London Rd., West Croydon. Thornton Heath 4657. [2226

TOM GARNER, Ltd., offer:—

1947 Armstrong Siddeley Typhoon saloon, black with fawn upholstery, 26,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2117

SAUL & SLATTER, Ltd. offer:—

1947 Armstrong Siddeley Lancaster saloon, black, one owner; £925.

44—46, Aldermans Hill, N.13. Tel. Palmers Green 1205/7175. [1813

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 (September) Armstrong Siddeley 18hp Hurricane coupe, 12,000 miles, as new; £1,450.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [2755

GORDON CARS (LONDON), Ltd.—1950 Armstrong 18hp Hurricane coupe, black.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [2467

12hp 1936 pillarless sports saloon in good condition, built-in jacks, good tyres, taxed; £220.—Richmond 3569. [2910

1950 Armstrong Siddeley Hurricane coupe, Langham green with green leather upholstery, recorded mileage 7,000.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel Denham 2266. [2262

GATEHOUSE offer 1958 Armstrong Siddeley 17 saloon, black; £435.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [2859

£75—1933 Armstrong 12hp saloon, good runner, good tyres and battery, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [9614

1939 Armstrong Siddeley 16hp touring saloon; £495, taxed December.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8638. [2313

1948 Armstrong Siddeley Typhoon, one owner, superb condition, unquestionable value; £950.—A.Z. Motors, Palmerston Rd., N.W.6. Mai 4725. [1568

1949 Armstrong Siddeley 18hp Lancaster saloon, Armstrong maintained and still under guarantee, low mileage, immaculate; £1,490.—Tel. Wimbledon 2532. [1354

CASS'S MOTOR MART.—1939 Armstrong Siddeley 16hp saloon, black, brown hide, genuine 23,000 miles, immaculate, written guarantee.—5, Warren St., W.1. Euston 4110. [8574

1950 Armstrong Siddeley Whitley saloon, 6,000 miles, immaculate; £1,840.—Clayton's Cars (London), Ltd., 337 Euston Rd., London, N.W.1. Tel. Euston 5229 (5 lines). [2256

1947 (Feb.)! £795; Armstrong Hurricane drop head coupe, grey, brown leather, new tyres, hood, exceptional condition, taxed.—H. B. Bath, 56, Gloucester Rd., Kensington, S.W.7. Western 5175. [1691

OFFORD have available a Hurricane coupe, recently overhauled mechanically, repainted and hood recovered, one owner, maintained by us, similar to new car; £975.—154, Gloucester Rd., S.W.7. Fremantle 0051. [1088

£885—1947 Armstrong Hurricane foursome drop head coupe, black, maroon, maroon interior, manual gear box, excellent condition throughout.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. [5676

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

ARMSTRONG SIDDELEY saloon, 1937, 26hp, excellent condition; £275, exchange smaller car cash either way.—194, Peckham Rye, S.E.22. New Cross 4232. [2861

895 gns.—Armstrong Siddeley, December 1947, Typhoon sports saloon, black, brown leather, Philco radio, manual gear change, carefully used, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

695 gns.—Armstrong Siddeley, June 1946, Hurricane fourseome drop head coupe, black, brown leather, manual gear change, Masteradio, excellent condition; terms, exchanges.—Rowland Smith, below.

965 gns.—Armstrong Siddeley, 1936, 17hp 4-door sports saloon, grey, sliding head, green leather, preselector, very good condition; terms, exchanges.—Rowland Smith, below.

175 gns.—Armstrong Siddeley 1935 model 12hp sports fourseome coupe, black, sliding head, grey leather, preselector, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2856

WALTER SCOTT, Ltd.—October, 1946, Armstrong Hurricane coupe, maroon, carefully used, excellent condition; £745; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5614. [2637

1946 Armstrong Lancaster, export model, black, brown hide, one owner only, whole car reconditioned by makers with numerous modern improvements, new tyres, battery, starter, etc., outstanding value; £815.—Waters, 18, Billinge Ave., Blackburn. [2537

1946 Armstrong Hurricane foursome drop head coupe, grey with maroon leather, fitted loose covers, manual gear box, fitted H.M.V. radio, one owner since new; this car is in exceptional condition throughout; £775.—Edgar Harrison, Ltd., 21, North Row, North Audley St., W.1. Mayfair 0402. [2939

A & S Limousine 1938, 25hp, partition, widest occasionals, black, exceptional condition, certified mechanically. [2282

1939 17hp Limousine, widest occasionals, black, certified mechanically, bargain. Seen:—**ALPE & SAUNDERS**, Ltd., Providence Court, North Audley St., Mayfair 2941. [2282

Armstrong Siddeley Cars Wanted

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 33, Conduit Mews, W.2. Amb. 6049. [3545

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham 6041. [0916

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta 6800. Seven Sisters Rd., Tottenham, N.15. [0183

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7045. [0601

PASS & JOYCE, London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

ARCOT MOTORS, preselector gear boxes, exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhauls service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT MOTORS, Ltd., 169, Fulham Rd., S.W.3. Write, call or 'phone Kensington 7301. [0644

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0770

BIRMINGHAM distributors spare parts from 1932.—Frank Mosedey (A. S. & S.), Ltd., the Depot, Steward St., Birmingham, 18. Ed. 1948

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLY'S, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [06.12

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [1996

ASTON MARTIN

BROOKLANDS for individuality.

ASTON MARTIN distributors; new 2.6-litre for demonstration.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8551-8. [2650

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Frary Motors Ltd., Old Windsor. Windsor 2008/3

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0917

CASH immediately for good Aston Martin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2734

Aston Martin Spares and Service

FRIARY MOTORS Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Te. Windsor 2008-3. [0196

AUSTIN SEVEN

DICKS

1939 Austin 7 saloon, recent overhaul; choice of two; £350.—Below.

DICKS CAR SALES, Ltd. 365-401, High Rd., Kilburn. Maida Vale 6888-9. [2279

£225—Austin 7 saloon, in exceptionally good condition.

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [6525

AUSTIN SEVEN

1937 Austin Ruby saloon, exceptionally good condition; recellulosed black. [2554

HAZLEMERE MOTOR Co., (WALTHAM ABBEY), Ltd., Waltham Abbey, Essex. Tel. Waltham Cross 2275.

AUSTIN 7 1938 4-door saloon, recently overhauled, £290.—Tel. Oro. 6574 office hours. [2036

1939 Austin 7 sun saloon, overhauled chassis, excellent tyres and coachwork; £525. [2035

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177.

1938 Austin Big 7, beautiful condition; £295.—A.E. Motors, Palmerston Rd., N.W.6. Mal. 4723. [7487

1939 Austin Big 7 4-door saloon, black, brown hide, absolutely immaculate; £325.—Orpington 2433. [2241

1935 model Austin 7 Ruby, mechanically perfect, interior and bodywork very good condition; £185.—Speedwell 5615. [2596

1938 Austin 7 saloon, clean inside and out; accept £385.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [1788

1935 Austin 7 Ruby de luxe saloon, mileage 39,538, original condition throughout, snip; £225.—348, King St., Hammersmith. Riv. 2837-8. [2405

1937 Austin 7 2-seater tourer, original coachwork, mileage 39,000, second owner, genuine car; £260.—Kelly, 35, Westwater Ave., Workington, Cumberland. [2686

225 gns.—Austin 7, 1937 model, Ruby de luxe saloon, dark blue sliding head, blue leather, good Dunlop tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2867

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SECOND-TO-NONE in PULLING POWER

Austin Seven Cars Wanted

WANTED urgently, Austin 7 saloons, prompt cash.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 6333. [9343

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY the hire-purchase specialists, are still buying Austin 7s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0834

AUSTIN EIGHT

KENTISH & THOMSON, Ltd.

1947 Austin 8 saloon, black with brown leather, excellent condition throughout; £595.

564—566, Wickham Rd., Shirley, Croydon. Springpark 5477. [1604

DECEMBER, 1946, Austin 8 4-door saloon, black, excellent condition, body unmarked.

GOLDSTOCK ENGINEERING, Ltd., Canterbury Rd., Sittingbourne, Kent. Tel. Sittingbourne 832.

1947 Austin 8hp saloon de luxe black brown leather upholstery, immaculate throughout, one owner, £695.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [6010

GATEHOUSE offer 1939 Austin 8 saloon, blue; £415.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou 4444. [2829

1941 Austin 8 de luxe saloon, one owner, original condition throughout; £425; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [2765

1947 Austin 8, one owner, perfect condition, low mileage.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [7950

1939 Austin 8 de luxe 4-door, sun roof, reconditioned engine, 4 new tyres, Rotoflow shockers; £395.—Blick, Lansham 5691. [2514

GATEHOUSE offer 1947 Austin 8 saloon, black, excellent condition; £595.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [2830

£575—Austin 8hp 4-door saloon de luxe, 1946, black with blue leather interior, most immaculate condition and very carefully used. Choice of three.

AUSTIN EIGHT

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (3 lines). Write for post free catalogue. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [2545

1946 Austin 8 tourer, special 2-position hood, like new, immaculate throughout; bargain, £595; terms.—Derby Motor Co., 125, Woods Lane, Derby. Tel. 2349. [2194

TANKARD & SMITH, Ltd., offer 1947 Austin 8 saloon, one owner only since new, engine recently reconditioned and in excellent condition throughout, £640—226-232, High Rd., N.15. Stamford Hill 3291. [2209

£585—1947 (model), October, 1946 registration Austin 8, 4-door de luxe, one careful owner, genuine bargain.—G. F. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Bal. 1107-8-9. [3059

1947 Austin 8 saloon, black with brown leather, 3,000 miles, since fitted with works reconditioned engine, superb condition throughout; £625.—Gurney Cars (London), Ltd., 277, Green Lanes, N.13. Palmers Green 2365. [2535

1946 Austin 8hp de luxe saloon, finished in black, brown upholstery, reconditioned engine just fitted, good tyres, and in very nice condition; £600.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4041. [2616

Austin Eight Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W. Euston 1212. [0952

I NEED post-war Austin 8 immediately.—Portune, 45, Cambridge Rd., Wanstead, E.11. [0725

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low mileage Austin 8s, distance no object.—Hattons, Lord St., Southport. Tel 2268. [0784

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0851

AUSTIN TEN

DICKS

1946 Austin 10 saloon, recent overhaul, really as new; £675.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn. Maida Vale 6888-9. [1945

LAYTONS OF OXFORD offer:—

£795—1947 Austin 10hp saloon, in new condition throughout, finished in blue and black with blue leather upholstery; terms if required at one-quarter deposit, balance over 24 months.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3361. [3022

CHIPSTEAD MOTORS, Ltd., offer:—

AUSTIN 10 late 1947, black with brown leather, engine overhauled 1,000 miles ago, late property of managing director, one owner.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 3052/7253. [7154

£645—Austin 10hp saloon, 1946 (March), black with blue leather, very nice car.

STARNES MOTORS, 103, The Broadway, Cricklewood. Gladstone 2480. [1161

1946 Austin 10 saloon, choice of two.—Dobsons, Ltd., Austin Agents, Staines, Middx. Tel. 801 [9081

GATEHOUSE offer 1946 Austin 10 saloon, black; £695.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou 4444. [2831

GATEHOUSE offer 1937 Austin 10 tourer, green, £325.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Mou 4444. [2832

1939 Austin 10 saloon, green, excellent condition throughout; £450.—Peter Guest Ltd., Gipsy Lane, Oakwood, King's Lynn 4129. [2157

1939 Austin 10 Cambridge de luxe saloon, black with blue leather upholstery, a faultless car, 3 months' written guarantee; £495.

C & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Tel. Finchley 6256-7 [2397

345 gns.—Genuine 1942 (not ex-Army) Austin 10 saloon, leather, excellent condition.—Automine, 5, Balham High Rd., Balham 1509. [1270

1939 Austin 10 Cambridge saloon, black with brown interior; car in excellent condition throughout and recommended; £495.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla 2234 [6511

£485—Austin 10 1940 4-door saloon, perfect, close new head lining and carpets, good mechanically, choice 3; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [1934

1946 Austin 10 saloon, blue, very nice order, excellent tyres, taxed; £650.—Carey & Clayton, Crossroads, Southbourne. Tel. 1000. [2567

1946 Austin 10 black saloon, in excellent condition, recently overhauled; £665.—Fletcher, 16, The Meadow, Ridgebourne Rd., Shrewsbury. [1794

1946 Austin 10 saloon, black, regularly serviced, new engine recently recellulosed, apply.—Peper Harow Estate Office, Tel. Godalming 147. [2461

1937 Austin 10 Cambridge de luxe saloon, nice condition, exceptional mechanical condition, £595.—348, King St., Hammersmith. Riv. 2837-8. [2407

£425—1939 Austin 10 Cambridge de luxe saloon, black, very clean condition throughout.—Bray Motors, 160-194, West End Lane, N.W.6. Hampstead 6490. [1929

TANKARD & SMITH, Ltd., offer 1935 Austin 10 saloon, two new tyres, others very good, very clean and in excellent mechanical condition; £245.—226-232, High Rd., N.15. Stamford Hill 3291. [2209

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TEN

1946 Austin 10hp de luxe saloon, just fitted with new engine and new shock absorbers; the whole car now in 100% condition, black with brown and fitted spot light; £695; exchanges or terms.—MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford Herts. Tel. Watford 4491. [2096

WALTER SCOTT, Ltd.—1939 Austin 10 Cambridge de luxe saloon, blue, 40,000 miles only, exceptional, one owner; £525; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [9039

£705—Austin 10hp 4-door saloon de luxe, 1947, a most carefully maintained car with unblemished cellulose and practically unmarked brown leather interior, normal mileage only and very attractively priced. Choice of three.—CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [2546

Austin Ten Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297 Euston Rd., N.W.1. Euston 1212. [0963

WANTED, Austin 10, '46 or '47; price and particulars to:—WADHAM GARAGES, Ltd., Weston-s.-Mare. Tel. 269. After 5.30 tel. 6185. [2020

I REQUIRE post-war Austin 10 urgently.—21, Kirkstall Rd., S.W.2. Tulse Hill 1266 (day). [0720

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0836

AUSTIN A40

CAR MART, Ltd., LONDON distributors.

1950 Austin A40 saloon, heater, 7,000 miles; £1,158. [2164

1949 Austin A40 saloon, heater, 16,000 miles; £975.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [1198

NEWNHAMS, Ltd.

1950 Austin A40 saloon, grey with blue, excellent condition. [2308

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646.

BASIL ROY, Ltd.

1950 Austin A40, small mileage, as new; £1,175.—161, Great Portland St., W.1. Langham 7733. [1261

S MORRIS & Co.

29—31, Edgware Rd., London, W.2. Tel. Pad. 3075-6 or Museum 1493 after

1950 Austin A40 pick-up, 5,000 miles only; £650. [2825

BOON & PORTER, Ltd.

1950 Austin A40 Countryman, 11,000 miles, faultless; £1,095.

1949 Austin A40 Devon saloon, beige, exceptional condition, £935.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [2164

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A40 P.H. saloon, beige with brown upholstery, 2,500 miles; £1,225.

836—842, High Rd., N.12. Hillside 0024. [2144

PHILIP RICKARDS, Ltd., offer:—

1950 Austin A40 saloon, grey, blue, 5,000 miles.

1950 Austin A40 saloon, beige, 11,000 miles, perfect.

1950 Austin A40 saloon, green, 3,100 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5. [2365

PHILIP RICKARDS, Ltd., offer:—

1950 Austin A40 Countryman, green, 3,300 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5.

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A40 Devon saloon fawn, brown leather, 17,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2770

CHARLES RICKARDS, Ltd., offer:—

1950 (Sept. 28) Austin A40 saloon, finished stone with brown leather, fitted heater, one private owner only since new, spare unused, total mileage 8,700, faultless condition; £1,150.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins from Marble Arch). Pad. 1820. [2168

McKINNON MOTORS, Ltd., offer:—

1950 1949 A40 Devon saloons, sliding roofs, radios and heaters, choice of 5, from £1,095; six months' written guarantee; trade enquiries welcomed.—McKINNON MOTORS, Ltd., "Langham House," 2, Stafford Rd., Wallington, Surrey. (Midway main road between Croydon and Sutton, or rail from Victoria to Wallington station). Established 1906. Tel. Wallington 5404.

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Austin A40 4-door saloon, low mileage, superb condition; £850.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [2751

AUSTIN A40

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Austin A40, mileage 15,000.

1949 Austin A40, mileage 15,000.—Tel. Radlett 6167 and 5049. [2521

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1950 (August) Austin A40 Devon saloon, bottle green, brown leather upholstery, 5,000 miles only, fitted built-in radio, virtually a new car; £1,195.

PHOENIX MOTOR Co. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. [2563

GORDON CARS (LONDON), Ltd.—1950 Austin A40 saloon, maroon.—Below

GORDON CARS (LONDON), Ltd.—1949 Austin A40 saloon, green.—Below

GORDON CARS (LONDON), Ltd.—1949 Austin A40 Countryman, green.—Below

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [2466

1950 (January) Austin A40, grey, blue leather, 22,000 miles, exceptionally clean; £965.

EVAN WILLIAMS, JNR. (CARDIFF), Ltd., 476B, Cowbridge Rd., Cardiff. Tel. Llandaff 514. [2025

3000 miles, 1950 (Aug.) Austin A40 Countryman.—Ernest Sutton. Tel. Rogate 4 (trade only). [2633

1950 Austin A40 saloon, finished in black with brown leather, moderate mileage, taxed; £995.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [2814

1949 Austin A40 saloon, black, sun roof, one owner, 14,000 miles, exceptional condition; £975.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260 [1772

1950 A40 de luxe saloon, small mileage, grey; £1,025.—Edmunds Motors, 15a, Castle St., Brighton. [2776

AUSTIN A40 1949 (March), blue blue hide, sun roof, radio, heater, 18,000 miles only; £995.—J. Davy, Ken 1108. [2086

AUSTIN A40, 1950 Westminster green, 6,700 miles, A. radio, heater, as new, £1,145; private.—Leaney, Reading 83316.

140 miles only, 1950 Austin A40 saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. [2447

3000 miles, 1950 (Aug.) Austin A40; also 6,000 miles, Sept., '50.—Ernest Sutton, Tel. Rogate 4 (trade only). [2627

500 miles only, Austin A40 saloon, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temp. 3568. [2446

GOLDERS Green, H. A. Saunders, Ltd.—1950 Austin A40 sunshine saloon, grey/blue leather, radio, heater, 9,000 miles; £1,194, below

1949 Austin A40 saloon, grey/blue, heater; £1,045. —144, Golders Green Rd., Spe. 0011. [2097

1949 Austin A40 saloon, blue, 15,000 miles, excellent condition.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temp. 3568. [2112

1950 (Oct.) Austin A40 saloon, 4,000 miles, heater, unmarked; £1,085.—London House Motors, Burnham-on-Sea, Som. Tel. 438. [2500

1949 (Oct.) Austin A40 saloon, mist green, sliding roof, heater, immaculate condition, real bargain; £950.—A. Owen, Tulse Hill 6297. [2486

1950 Austin A40 Devon saloon, finished in green with brown leather upholstery, 8,000 miles, one owner, in immaculate condition throughout.—ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [2270

1950 (Aug.) A40 saloon, green, heater, radio, sun roof, taxed, 7,000 miles; £1,190.—Welham, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [8841

1950 (Oct.) Austin A40 sunshine, grey with blue upholstery, radio, heater, 8,000 miles.—Griffith, "Eldorado," Cockett Rd., Sketty, Swansea.

1950 (Oct.) Austin A40 fawn, heater, 5,000 miles, as new; £1,135, exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [2412

1950 (September) A40 saloon, radio, heater, brown leather, 10,000 miles, taxed, as new; £1,195.—Allery & Bernard, Ltd., 372, King's Rd., Chelsea. Tel. Fla. 8545

1949 Austin A40 4-door saloon, nominal mileage, paintwork, upholstery, tyres excellent, taxed; accept £925.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [1737

1949 Austin A40 Devon 4-door saloon, one owner, splendid condition throughout, grey with beige upholstery; £960.—Pantiles Service Garage, London Rd., Guildford. [5450

1950 A40 4-door saloon, really clean inside and out, mileage 14,000, colour black, one owner; accept £1,075.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8562

1949 (Sept.) Austin A40 Devon saloon, green, beige leather, heater and radio, 18,000 miles.—Boshler & Pattenden, Ltd., Chapel Field Road Garage, Norwich. Tel. Norwich 24184/5. [2065

1949 (Jan.) Austin A40 Devon saloon, black, beige leather, heater and radio, 42,000 miles.—Boshler & Pattenden, Ltd., Chapel Field Road Garage, Norwich. Tel. Norwich 24184/5. [2066

NEW Austin A40 de luxe 4-door saloon, olive green, fitted heater, definitely new throughout, now out of covenant; £1,175; consider exchange for larger car.—Holmes & McCarthy, Palmers Green 6831. [2292

WALTER SCOTT, Ltd.—1949 Austin A40 Devon saloon, blue, heater, excellent throughout, one owner; £950; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube). Pri. 5914. [9038

1948 Austin A40 Dorset saloon, mist green with brown leather, sliding roof, radio and heater, good tyres, taxed, one owner; £900.—Iron Bridge Service Depot, South Rd., Southall, Middx. Southall 2355. [2762

AUSTIN A40

1950 A40 black, heater, roof, radio, 11,500 miles; another, 7,500 miles, finished beige with heater; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [1532

£895—Austin A40 4-door de luxe saloon, fitted £60 of extras, including sunshine roof, leather upholstery, wireless, immaculate condition and bargain price; three months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2905

1949 Austin A40 saloon (1950 model), grey, blue leather upholstery, fitted with heater, 12,000 miles, in very good condition; part exchanges, deferred terms, written guarantee.—Chain Garages, Hanger Lane, Western Ave., Ealing, W.5. Per. 4404-5. [1781

1950 Austin A40, colour olive green, brown leather upholstery, fitted heater, mileage 2,400 but condition is as works del very, the spare, of course, is unused and tools are still in original packings, taxed; £1,175.—Tel. Palmers Green 6831, Holmes & Macarthy, 31, Chase Side, N.14. [2499

Austin A40 Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

[0957

A40 car wanted.—Mac, 19, Brambledown Rd., Wallington, Surrey 6397. [2347

I NEED Austin A40 immediately.—80, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low mileage Austin A40s, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0786

ALMOST new Austin A40 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0851

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0704

AUSTIN TWELVE

12hp Austin 4-door saloon, 1939, black, exceptionally nice car; £495.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177.

AUSTIN 12/4 1935 ex-London taxicab, in nice order; £110 o.n.o.—12a, High St., Maidenhead. Tel. 616. [2526

1938 Austin 12 Ascot de luxe saloon, one owner, 45,000 miles only, probably the best example on offer to-day; £565.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Tel. Finchley 6236-7. [2398

1939 Austin 12 de luxe saloon, excellent, guaranteed, £420; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [2922

1947 Austin 12 saloon, black, brown hide upholstery, in first-class condition; £750.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242 [1847

1939 model Austin 12 Ascot saloon de luxe, engine recently reconditioned, excellent tyres, bodywork and upholstery in beautiful condition, one owner up till April last; £525.—Griffin's Garage, Weybridge 1491. [2600

1939 Austin 12 Ascot de luxe saloon, £425; also 1935 Gordon 4-door saloon, £425; also 1936 Austin 12/6, super condition, new tyres, ready to go anywhere, £250.—A.Z. Motors Palmerston Rd., N.W.6. Mal. 4723. [1572

1939 Series Austin 12-4 Ascot saloon de luxe, excellent mechanics, condition, bodywork complete, v sound, taxed, will be resprayed black, at £455.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [1914

Austin Twelve Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low-mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd. East Finchley Station, N.2. Tudor 2301-2. [0704

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0835

AUSTIN SIXTEEN

CAR MART, Ltd., LONDON distributors.

1949 Austin 16 saloon, 16,000 miles; £1,175.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [1200

1938 Austin 16 de luxe saloon, reconditioned engine recently fitted, guaranteed; £395.—G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241 [2158

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SIXTEEN

D. J. SHEPHERD & Co., (ENFIELD), Ltd., offer:—

1948 Austin 16, colour grey, brown leather interior, excellent condition throughout, £1,000.—D. J. Shepherd & Co. (Enfield), Ltd., 350, Hertford Rd., Enfield. Howard 1931. [8006

AUSTIN 16 saloon, July 1947, black and brown; £795.—Smith's Garage, Bournville, Birmingham. [3218

1948 Austin 16 green, brown leather, excellent condition, one owner; £895.—Griffin Brewery, Chiswick. [1955

AUSTIN 16 saloon, new engine, immac. condition, absolutely mech. perfect. 1937; £375.—Sta. 3269 (evenings).

GATEHOUSE offer 1936 Austin 16 saloon, blue; £295.—J. Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [2833

1937 Austin 16 d/l saloon, really above average condition, new tyres; £350.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723 [5639

1949 (March) Austin 16, black, brown interior, beautiful condition throughout, good tyres, low mileage; £905; exchanges, terms.—HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0681. [2580

AVAILABLE to the trade, low mileage 1949 Austin 16. —Gerry Brown Motors, 55-57, South Edwardes Sq., Kensington, London, W.8. Tel. Western 4351. [0967

1946 Austin 16hp sliding head saloon, blue, blue upholstery, heater, taxed, excellent order; £345.—Holbrook Motor Co., Ltd., Richmond, Sy. Tel. 4014. [1767

1948 Austin 16hp saloon, black, brown leather, one owner; £585.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [5033

PRIVATELY owned Austin 16, 1949, 21,900 miles, black brown leather, covers, discs, mascot, spotlamps, heater, immaculate; £1,050.—79, Cadogan Lane, S.W.1. Sloane 4727 [1940

1949 Austin 16 saloon, one owner, black, brown hide, 48,000 miles, £875; also 1948 similar, £825; both guaranteed three months.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [1642

1949 (Jan.) Austin 16 de luxe sun saloon, finished black, brown leather upholstery (cloth rear seat), 22,000 miles, one owner, fitted brand new set of tyres, built-in radio, Ace discs, taxed December, in really excellent condition throughout, trade enquiries welcomed.—MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [1756

895gns.—Austin 16, 1949, de luxe 4-door saloon, grey sliding head, brown leather and cloth upholstery, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [2866

£525.—Austin 16 de luxe saloon, spotlessly maintained by very meticulous owner, interior and exterior magnificent, this vehicle is undoubtedly the finest we have had for the past two years, only wants seeing, 3 months' guarantee, hire purchase, exchanges.—LAMBS OF WOOD GREEN.—Finchley showroom, 421, High Rd., Finchley, N.12. Fin. 6221. [2902

HIRE Car (1950) partition, widest forward occasionals, leather, 26,000 miles, reasonable cost.—ALPE & SAUNDERS, Ltd., Providence Court, North Audley St., Mayfair-2941. [2283

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.

WANTED AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297 Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0955

AUSTIN 16 wanted, low mileage.—G. S. Hall, 302, King St., Hammersmith. Rip. 2981. [2349

CASH buyers of ex-Mulliner Austin 16s; distance no object.—Hattons, Lord St. Southport. Tel. 2268

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

AUSTIN 16 car wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0703

AUSTIN A70 & A90

DICKS.

1950 Austin A70 saloon, 8,000 miles only, radio, heater, etc., as new; £1,375.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [0436

CAR MART, Ltd.,

LONDON distributors.

1950 Austin A70 saloon, heater, 9,000 miles; £1,395.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [2509

SLOCOMBES, Ltd.

SLOCOMBES, Ltd.

AUSTIN A90, late 1949, all-electric convertible, turquoise blue, good condition; £1,185.

SLOCOMBES, Ltd., 36-52, Duddon Hill Lane, N.W.10. Willesden 4869. [2826

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A90 convertible coupe, green with beige leather interior, radio, heater, etc., power operated hood and windows, 2,000 miles; £1,545.

836—842, High Rd., N.12. Hillside 0024. [2145

AUSTIN A70 & A90

H. A. SAUNDERS, Ltd., offer:—

1949 Austin A70 saloon, grey with grey upholstery, radio, heater, etc., 9,000 miles; £1,275.

1950 Austin A70 saloon, fawn with brown upholstery, 5,000 miles; £1,465.

836—842, High Rd., N.12. Hillside 0024. [2149

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A70 Hampshire saloon, grey, brown leather, 4,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8272

H. A. SAUNDERS, Ltd., Radlett, Herts.

1949 Austin A70, mileage 13,000.

1949 Austin A70, mileage 12,000.—Tel Radlett 6167 and 5849. [2522

ACE SERVICE STATION (LONDON), Ltd., offer:—

A70 1950 beige, brown leather, heater, radio, 11,000 miles; £1,350.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [2704

GORDON CARS (LONDON), Ltd.—1950 Austin A70 saloon, black. Below.

GORDON CARS (LONDON), Ltd.—1950 Austin A70 saloon, brown.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [2465

1950 Austin A70 saloon, blue, one owner, mileage 8,000; £1,395.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway N.W.2. Gla. 2234. [1861

1950 Austin A70 saloon, low mileage, superb condition throughout.

WINDOVERS Ltd., 33, Sloane St., S.W.1. Sloane 6970. [2242

1950 Austin A70 saloon, black, brown leather, sun roof, radio, heater, 12,000 miles, one owner.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [2267

1950 Austin A70 saloon, grey, 5,000 miles; £1,375. May. 3051. —C. A. Peto, Ltd., 42, North Audley St., W.1. [1622

1950 Austin A70 saloon, 8,000 miles; £1,650 or nearest offer.—C. S. Wiggins & Sons, Hart Rd., Thundersley, Essex. [8707

1950 Austin A90 electric convertible, in red, with beige leather, moderate mileage, radio, heater; £1,295.—Bellon.

1950 Austin A90 electric convertible, in cream, with black leather, 9,000 miles only, radio, heater; £1,295.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [2576

CASS'S MOTOR MART.—1950 Austin A70 saloon, black, carefully used; £1,295; written guarantee.—5, Warren St., W.1. Euston 4110. [7497

1950 Austin A70 saloon, low mileage, beautiful condition; £1,350.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 5557/6970. [1502

GOLDERS Green, H. A. Saunders, Ltd.—1950 Austin A90 Atlantic coupe, power operated, radio, heater, one owner; £1,474.—144, Golders Green Rd., Gre. 2091

AUSTIN A70 saloon 1950, blue, low mileage, radio and heater, excellent car in every way; £1,595.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. [8274

1950 Austin A70 saloon out of covenant Sept. 1st, low mileage, as new; choice of 2; £1,275.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [5625

OFFORD present choice of two low-mileage A70 Hampshires, sliding roof, one owner, 1949 and 1950, for £1,275 and £1,350.—154, Gloucester Rd., S.W.7. Frobisher 0051. [1089

1950 Austin A70 Hampshire saloon, one owner, 7,000 miles only, blue with blue leather, perfect condition; £1,350.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [1849

MARCH 1950 Austin A70, green, with beige leather upholstery, radio and heater, 9,000 miles, new condition; £1,295; terms, exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [2346

1950 (July) Austin A90 coupe, power-operated hood, colour cream and red, radio and heater, taxed year, 10,000 miles; £1,350.—Woking Motors (Maybury Hill), Ltd., Woking 1320.

1949—50 Austin A70 saloon, black, brown leather throughout, loose covers, low mileage, whole car in immaculate condition, taxed; £1,285.—R. S. Mead (Sales), Ltd., 49, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [2800

£1195.—Austin A90 convertible foursome drop head coupe, 1949, electrically operated hood, window lifts, etc., fitted built-in radio, heater, demisters, etc., nominal mileage only and most attractively priced.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [2547

AUSTIN EIGHTEEN

1938 model Austin Windsor 7-seater saloon, one owner, 55,000, exceptional condition; £675.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [2310

1939 Austin 18 Norfolk saloon, black, immaculate throughout; £575; trade enquiries welcomed.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Tel. Mayfair 0821/2. [9411

1938 (late) Austin 18 Ivor 7-passenger limousine in black with dark blue interior, one owner deceased, genuine 20,000 miles only, upholstery as new; £1,250.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [1943

AUSTIN 18hp limousine (1938) 7-seater car for sale; inspection by appointment Borough Engineer, Town Hall, Edmonton. Tot 3000; offers in writing to reach me not later than 9 a.m., November 2nd 1951.—H. Backhouse, Town Clerk. [2188

AUSTIN EIGHTEEN

£245.—1934-5 Austin 18 7-seater long chassis saloon, guaranteed, paymnts.—Oldfield, 336, Kensington High St., W.14. Wes. 6031. [2485

265gns.—Austin 18 1936 Hertford de luxe 4-door saloon, black, sliding head, leather upholstery, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [2869

A&S 1938 Austin 18 Norfolk Saloon, black, brown leather, excellent.

SEVEN seaters 1937-38/1939 Saloons, also partitioned Limousines, extensive selection, leather, black, certified mechanically. Seen:—

ALPE & SAUNDERS, Ltd., Providence Court, North Audley St., Mayfair-2941. [2294

Austin Eighteen Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

7-Passenger 1937/38/39 required, good order essential, cash waiting.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941.

AUSTIN TWENTY

1938-9 Austin 24hp 7-seater limousine, stored 5 years, also 1939½, 16hp Ivor, d.h.c. each one owner, private.—Write BCM/NZA, London, W.C.1. [2293

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

7-Seater Limousines 1937/38/39—also 28hp—details please.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [6208

AUSTIN TWENTY-FOUR

1938 Austin 24hp 7-passenger limousine, leather, £600; also 1935 (August) landaulette, leather, £525.—Taylor & Lown, 2, Rosemont Rd., Hampstead, N.W.3. Hampstead 4454. [9108

AUSTIN TWENTY-EIGHT

A&S Limousine 1939 Ranelagh, leather throughout, one owner overhauled, excellent. Seen:—

ALPE & SAUNDERS, Ltd., Providence Court, North Audley St., Mayfair-2941 [2285

AUSTIN A125 & A135

NEWNHAMS Ltd.

1950 Austin Sheerline saloon, grey, low mileage, chromium radiator, rimbellishers, loose covers front seats, £875.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5429

CAR MART, Ltd.,

LONDON distributors.

1949 Austin A125 Sheerline saloon, 12,000 miles, one owner; £1,795.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212 [1201

BROOKLANDS for individuality.

1950 Austin Princess saloon, black, speedometer reading 8,000.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8551-6 [2651

H. A. SAUNDERS, Ltd., offer:—

1949 Austin Sheerline saloon, black with beige leather upholstery, radio, heater, etc., 7,000 miles; £1,895.

836—842, High Rd., N.12. Hillside 0024. [2148

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A125 Sheerline saloon, black, beige leather, radio and heater, 13,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9465

GORDON CARS (LONDON), Ltd.—1950 Austin Sheerline saloon, black.—Below.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [2464

1949 Austin Sheerline saloon, leather upholstery, radio and heater, nominal mileage, one owner.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [2268

BARTLETT.—Austin 1950 Sheerline, 14,000 miles, one owner, radio, etc., £1,750.—27a, Pembridge Villas, W.11. Bayswater 0523. [1298

1950 (September) Austin Princess saloon, 5,804 miles, black with beige upholstery, radio and heater, going to new, price £1,550.

BEECH'S GARAGE (HANLEY), Ltd., Hope St., Hanley, Stoke-on-Trent. Tel. 8-on-1 5249 and 5240. [14.2

1950 Austin Sheerline saloon, silver grey with blue leather, £1,150, 5,000 miles.—C. A. Peto, Ltd., 42 North Audley St., W.1. May 3051 [1621

1950 (July) Austin Princess black, immaculate condition 15,000 miles; £2,600 one owner.—Durlacher, 17 Montague Square, W.1. Tel. Wel. 7542. [1124

1950 (April) Austin Sheerline saloon, grey perfect condition, 1,700 miles, best offer over £1,850.—F. Haighton, Elm House, Nantwich, Cheshire. Tel. 5315. [2309

1950 (May) Austin A125 Sheerline saloon, 9,500 miles, black, beige leather upholstery, immaculate.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1533. [3128

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

£1475—Austin Sheerline, mid-1948 regd., one owner, speedo, 24,000, heater, radio, etc., grey, fawn cowhide interior, definitely perfect and unmarked.—Headway 1777. [2191]

1950 Austin Princess saloon, 7,500 miles, grey with blue upholstery, radio, heater, superb condition, £2,600.—Young, Ravelston, Wilderness Rd., Chislehurst. Imperial 1565. [2693

1949 (June) Austin Sheerline saloon, colour black, beige leather, mileage 14,000, radio, heater, spotlamps, taxed year, one owner, unmarked and as brand new; first £1,495.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [2186

Austin A125 and A135 Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0352

AUSTIN MISCELLANEOUS

TAXICABS, ex-London, Austin heavy 12/4 selected 6-seaters; from 85gns.—WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [2056

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C

C. G. NORMAN & Co.,

AUTHORIZED Austin retailers are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

AUSTINS wanted.—Smiths, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822

CASH immediately for good Austin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2755

MARSTON MOTOR Co. for your Austin. Tel. Sta. 4000. Seven Sisters Rd., Tottenham, N.15. [0596

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [0659

RAWLINGS BROS., Ltd., 87a, Cromwell Rd., S.W.7. (A Finisher 4161, are buyers all types post-war Austins. [0416

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2425

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 253. [0541

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0812

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Austin cars in first-class condition.—May 3051. [9026

FREE valuation of your Austin within 50 miles London or at Tankard & Smith, Ltd., 184-196, Kings Rd., London, S.W.3. Tel. Flaxman 4801 (5 lines) [2332

Austin Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0226

C. G. NORMAN & Co.

AUTHORISED Austin retailers

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211

THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717). [0160

IF it's Austin spares try Sands, the Austin People, Burnham, Bucks 84. [0305

FOR Austin mudguards, running boards, 1931-9.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147.

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Austin spares, sales and service.—209, Balham High Rd., S.W.17. [0524

AUSTIN 7 spares, 1922-58, practically everything in stock, new and second-hand.—Price, Three Shires Oak, Bearwood, Birmingham. [2530

REBORES, overhauls, services.—Rogers Garage, New Address, Wellesley Avenue, Paddenswick Rd., Hammersmith, W.6. Riverside 2644. [9619

RECONDITIONED 7 10 12, exchange gear boxes, and repairs to all types; trade discount.—Tarrant & Frazer, 10 Winchester Mews, N.W.5. Pri. 6159. [0198

AUSTIN 7 spares any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop 2852. [2520

BROCKHURST GARAGE.—Harrow agents for Austin sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London; free delivery in many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0125. [0414

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0144

BENTLEY (3½- & 4¼-litre)

C

M

CAR MART, Ltd.

1950 (Oct.) Bentley Mark VI Standard steel saloon, black, brown hide upholstery, 500 miles, £6,495.

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [2570

H

R

H R. OWEN, LIMITED.

17, Berkeley St.

GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.

PROUD members of the Swain Group.

A NATIONAL motoring organization.

1934 Bentley 3½-litre sports saloon (SR) by H. J. Mulliner, in black, upholstered grey leather. Ref. H.7602.

1934 Bentley 3½-litre sports saloon (SR) by Thrupp and Maberly, in dark blue with chrome waistband, upholstery beige leather, extras. Ref. H.7049.

1935 Bentley 3½-litre 2-door sports saloon by Gurney Nutting, in black, upholstered maroon hide, extras. Ref. H.7516.

1936 Bentley 4¼-litre sports saloon by William Arnold, in black, upholstered brown hide, extras. Ref. H.6750.

ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase. Please write or 'phone for details to:—

H R. OWEN, LIMITED.

17, Berkeley St.

LONDON, W.1.

TEL. Mayfair 9060. [2079

FOX

OFFICIALLY appointed Rolls-Royce and Bentley retailers; special retailers of H. J. Mulliner coachwork, have a large selection of guaranteed Rolls-Royce and Bentley cars of all years.

H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. No. Regent 7667.

FOX [2247

RIPPON.

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RIPPON BROS., Ltd.

NORTHERN Bentley Specialists

1949 Mark VI standard steel saloon, tudor grey with grey leather.

1948 (Sept.) Mark VI standard steel saloon, black with brown leather upholstery, wheel spats and chromium waistband.

1948 (April) Mark VI standard steel saloon, grey with maroon leather, wheel spats and chromium waistband.

1947 (Nov.) Mark VI standard steel saloon, black with blue leather.

FOR further particulars please contact the largest Bentley distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0906

TOM GARNER, Ltd. offer

1949 Bentley 4¼-litre Mark VI Standard steel saloon, black with beige leather, 5,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2118

JACK OLDING of Mayfair

OFFICIAL Rolls-Royce and Bentley retailers

OFFER:

1950 Mark VI Bentley Standard saloon with div. black with beige lthr.

1950 Mark VI Bentley Standard saloon, green with beige lthr.

1949 Mark VI Bentley Standard saloon, black with brown lthr.

1948 Mark VI Bentley Standard saloon, metallic grey with grey lthr.

1948 Mark VI Bentley foursome d.h. coupe by Park Ward, black and grey with grey and red lthr.

1947 Mark VI Bentley special 2-door saloon by H. J. Mulliner, grey with brown lthr.

DELIVERY of new and used cars quoted on application.

AUDLEY House.

NORTH Audley St., W.1.

MAYFAIR 5242 [1150

R. C. MORTLAKE offers:—

1935 3½-Bentley Park Ward sports saloon, constantly maintained local Rolls-Royce representative, black, blue leather, new tyres, disc; £1,450.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155; after 6.30, Arnold 4605 [3359

RUSSELL MOTORS offer:—

1936 4¼ Bentley 4-door pillarless saloon by Vanden Plas, one owner, exceptional car.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [1224

LARGE stock of 3½-4¼ Bentley cars for disposal.

H R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

BENTLEY (3½- & 4¼-litre)

J

B

JACK BARCLAY, Ltd.,

LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0067

BROOKLANDS for Individuality.

1949 Bentley Mark VI Park Ward drop head coupe, grey, electrically operated hood.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [2652

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

1949 (Jan.) Bentley Mark VI standard steel saloon, colour black with red leather upholstery and loose covers, one owner, speedometer reading 35,415 miles, in showroom condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1202

McKINNON MOTORS, Ltd., offer:—

1938 (March) Bentley 4¼-litre LS series Thrupp and Maberly semi-razor-edge saloon, black, excellent Bentley history.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. (Midway main road between Croydon and Sutton, or rail from Victoria to Wallington station.) Established 1906. Tel. Wallington 3404. [1985

MANN EGERTON & Co., Ltd., offer:—

1949 Bentley Mk. VI steel saloon, black with brown hide upholstery, mileage 34,000.

1948 Bentley Mk. VI steel saloon, black with fawn hide upholstery, mileage 25,000.

14 Berkeley St., London, W.1. Regent 2075. [2353

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Bentley Mark VI standard steel saloon, 21,000 miles, just passed out by makers; £5,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

ACLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:—

1936 Bentley 4¼-litre 4-door pillarless sports 4-light saloon by Vanden Plas, grey and black, exceptional order; £1,650. [2605

CHARLES POLLETT Ltd., Accredited Rolls-Royce and Bentley Retailers and Repairers, offer:—

1949 Bentley Mark VI standard steel saloon, black, brown hide, one owner, 5,625 miles (guaranteed) only, perfect throughout; £5,750.

1949 Bentley Mark VI standard steel saloon, midnight blue, pale blue hide, one owner, 29,000 miles, outstanding condition; £4,895.

18 Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-8. [2458

1936 August, 4¼-litre, GP Series, Park Ward sun saloon, 68,000 only, excellent history.

1937 July, 4¼-litre, KT Series, James Young drophead foursome, many extras.

1939 April, 4¼-litre overdrive, MR Series Park Ward sun saloon, excellent history.

ALPE & SAUNDERS LTD. Providence Court, North Audley Street, Mayfair-2941. [2290

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [7661

1949 (Feb.) Mark VI Park Ward drop head saloon, gunmetal and blue, grey leather, piped olive; £4,650.

MORGAN, "Moorings," West End, Woking. Tel. Chobham 46 (after 7 p.m.). [1235

1936 /37 Bentley 4¼ Park Ward drop head coupe, small mileage, radio and heater.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066 [9102

4¼-litre Bentley saloon, over £500 spent with makers, bills shown; £1,695.—Lawton-Goodman, 26, North Audley St., W.1. [1269

1936 Bentley 3½-litre Park Ward sports saloon, black, new tyres, immaculate condition throughout; £1,650.

OVAL AUTOS, Ltd., 306, High St., Sutton, Surrey. Tel. Vigilant 5000 [1101

ROLLS-BENTLEY 3½-litre Hooper sports saloon, first registered July, 1934, superb chassis; £925.—8, Cranley Mews, S.W.7. Kensington 8698. [2252

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock. [4943

1935 Bentley 3½, 4-door sports saloon, excellent condition throughout, part exchange smaller car.—Taylor, 57, Elvaston Place, S.W.7. Western 0489. [9299

1948 Bentley Mark VI, 31,000 miles, grey; £4,200.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2258

1948 Mark VI Bentley touring saloon by Hooper, maroon with beige leather, 15,000 miles; £3,250.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [1623

BENTLEY 4¼ Park Ward 1958 saloon, magnificent specimen; also 1957 4¼ Gurney Nutting; 1956 3½ Park Ward; 1936 3½ drop head coupe; from £1,375; exchanges, terms.

SWANMORE GARAGE, Rolls and Bentley Specialists, 1176, Christchurch Rd., Boscombe, Southbourne. 1022 [2135

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½- & 4¼-litre)

1934 Bentley 3½-litre 4-door H. J. Mulliner sports saloon, in very nice order throughout.—Paddon Bros., Ltd., 60, Cheval Place, London, S.W.7. Kensington 9477. [9678

BENTLEY 4¼-litre, first registered 26.9.47, fitted with a luxurious sports saloon body by Vanden Plas, very carefully maintained and in first-class condition throughout. A. ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907 [2269

3¼-litre Park Ward Bentley, this car is in magnificent order throughout, is a late 1936 delivery but the body is identical with the 1937-8 4¼-litre; £1,650.—Box 4790. [2706

1939 Bentley 4¼ overdrive super Park Ward four-some drop head coupe, immaculate condition; part exchange smaller car.—Taylor, 37, Elvaston Place, S.W.7. Western 0489. [9300

1949 Mark VI standard steel saloon, blue, blue hide, late modifications, one owner, 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2455

CLARKE & OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; used cars available for inspection. Tel. Brookwood 2001-2. [0565

ROSE & YOUNG, Ltd., offer 1938 Bentley 4¼-litre 4-door sports saloon, Windover body, exceptional condition; £2,500.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [2911

PRIVATE owner desires to dispose of 1949 Mark VI Bentley steel saloon, the whole car is in perfect condition throughout having had professional daily maintenance, black with brown hide upholstery; £5,250.—Box 4728. [2061

1949 Bentley Mk. VI Mulliner sports saloon (privately owned), Motor Show exhibition model, chauffeur kept in immaculate condition, genuine 16,000 miles, checked by Bentley and Mulliner in August; £6,000.—Apply Northern Autosport, Ltd., Durham Rd., Sunderland. Tx. 66764. [3046

1949 (June) Mark VI Bentley standard steel saloon, in very dark Bentley blue with navy blue upholstery, latest type upholstery with picnic tables, latest type body with rear wheel covers and chromium line, mileage 23,500, the whole car in absolute perfect showroom condition, price £4,950.—Apply Box 4422. [3614

A MOST magnificent 4¼-litre 1936 Bentley Park Ward 4-door saloon, g.skin interior head lining, stainless steel dash, wireless, defrosters, Windtone horns, new battery, colour black, 52,000 miles only, licensed, best offer over £2,250.—Apply Ernest Yapp, "Willis Court," Rumney, nr. Card.ff. Tel. St. Mellons 195. [2621

1948 (November) Mark VI Bentley Standard saloon, 1949 improvements, mileage 36,000, maroon with beige leather upholstery, one owner, maintained in perfect order by Ro.ls-trained chauffeur and in absolutely beautiful condition; price £4,750.—F. E. Garner, 27, Maxford Grove, Sharesbrook, E.18. Tel. Wanstead 2071. [1969

BENTLEY (other than 3½- & 4¼-litre)

£445 or near, 4½-litre Bentley, rebuilt and re-registered 1936, owner getting married.—Tel. Willesden 2420. [2352

3-litre Red Label 1926 Speed drop head 4-seater, green, extensively reconditioned; £400.—Full particulars from Box 4777. [2703

Bentley Cars Wanted

SOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies. London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

CTHE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

ABENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.—R. S. MEAD (SALES), Ltd., 43, Queen St., Maidenhead. Tel. 3431/2. [5921

J. MARSHALL.

WANTED.—Bentley 3½- and 4¼-litres, all types of coachwork, any condition; immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2569. [0487

TO Bentley and Rolls-Royce owners.

WE have a number of clients requiring used Bentley and Rolls-Royce cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details. JACK BARCLAY, Ltd.

OFFICIAL Retailers of Rolls-Royce and Bentley.

12—13, St. George St., Hanover Square, W.1. Tel. May. 7444. [0770

WANTED, 1936 or 1937 coupe or saloon; price and particulars to:—

WADHAM GARAGES, Ltd., Weston-s.-Mare. Tel. 269. After 5.30 tel. 6185. [2021

BENTLEYS wanted.—Swanmore Garage, 1176, Christchurch Rd., Boscombe, Southbourne 1022. [2136

ROWLAND SMITH'S the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WEYBRIDGE AUTOMOBILES Ltd., officially appointed special retailers, urgently require late type Bentleys. [0540

Bentley Cars Wanted

39 O.D. or Mk. VI saloon wanted privately.—Adams, 665, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [2244

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St. Midland 2437. [0357

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Weston St., Crystal Palace, S.E.19. Liv. 5362. [0062

BENTLEY or Rolls, gentleman wishes to purchase late pre- or post-war, owner/driver car.—Acre Cottage, Sonning-on-Thames, Reading 63311. [2807

WANTED.—A 1937 or '38 4¼-litre Bentley saloon with a sound and good Bentley history; full particulars please to—R. F. Puggle, Bushey Heath, Herts. [0805

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield (5 lines). [0907

ADVERTISER requires Mark VI Bentley, black, preferably not earlier than 1946, must be in first-class condition; please give full details, mileage and price.—Box 4686. [1964

PADDON BROS., Ltd., 60, Cheval Place, S.W.7. Tel. Kensington 9477-8, want any 3½- Bentley 1934-1935 series; offers made for any car, prices according to condition. [7694

ARTHUR MULLINER, Ltd., Coachbuilders, Bridge St., Northampton, wish to purchase a number of used Bentley cars. Please send particulars. Tel. Northampton 907 [0611

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242 [0813

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—16, Berkeley St., W.1 Ma/ 6266. Service, works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8 [0592

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JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.

WORKS—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (6 lines). [0624

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SHOWROOMS: 16, Berkeley St., W.1. May. 6266

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MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce.—Works Director, Wilkie Wilkinson, 12-13, Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2785. [3941

CENTRAL GARAGE Croydon, specialists of all Bentley and Ro.ls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [6553

B.M.W.

1938 B.M.W. model 328, Atlantic blue, appearance as new, with a wonderful performance. [0

HAZLEMERE MOTOR Co. (WALTHAM ABBEY), Ltd., Waltham Abbey, Essex. Tel. Waltham Cross 2275. [2536

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CENTRAL GARAGE, Croydon, offer spares and service for the Bond Minicar.—Central Garage, Croydon 7464. [8639

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UNIVERSITY MOTORS, Ltd., Sole Distributors, London Home and Eastern Counties; also Berks, Beds and Bucks. [0

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FRAZER-NASH CARS offer:—

1949 Type 400 saloon, an immaculate and new mileage car colour grey.

1948 Type 400 saloon fitted Newton shock absorbers, close ratio gear box, Solex carburettors, P770 headlamps, etc., colour blue; also two other type 400 saloons colour black.

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OFFICIAL Bristol retailers.

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BROOKLANDS for Individuality.

1950 Bristol 402 coupe, maroon, exceptional throughout.

BUY or sell your car at

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1950 Bristol 401, grey, fitted with radio and heater, in 100% condition throughout.

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1950 Bristol type 400 saloon, maroon, fitted radio quite exceptional throughout, just passed by the makers.

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£2000 (no offers) —Oct., 48 400, perfect every detail, original owner.—Box 4632. [1072

1949 400 Bristol, in first-class condition; £2,100 or near offer.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. [2503

1948 (late) 400 Bristol, all modifications, Solex cars; £1,600.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. [2504

1948 (June) Bristol type 400 saloon, mileage 24,700, maintained by Bristol, in excellent condition throughout; £1,950.

THE STODR VALLEY MOTOR Co., Ltd., Hagley Rd., Stourbridge, Worcs. Tel. 5131. [2663

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

1948 (August) Bristo; 2-litre Type 400 saloon, black, beige hide, heater and radio, 25,000 miles.—Bosher & Pattenden, Ltd., Chapel Field Rd. Garage, Norwich. Tel. Norwich 24184-5. [2064

ANTHONY CROOK.—1950 type 401 saloon, 1950 drop head coupe, 1949 400 saloon; specialised after sales service and all spares.—Anthony Crook Motors, Bristol Distributors, Caterham Hill Surrey. Tel 2232-3. [0647

BRISTOL 1950 type 401 saloon de luxe, finished in Brita to. red with beige leather upholstery fitted with built-in ion.-range Ekco radio and Bristol air conditioning; this car has been most carefully maintained, in splendid condition, and is offered with confidence from JAMES H. GALT, Ltd., Bristol Distributors for Scotland and Northern Eng.nd 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [2085

Bristol Cars Wanted

BARTLETT, the Bristol buyers, 27a, Pembridge Villas, W.11. Bayswater 0523 [1299

A. P. N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middx. [0476

WANTED.—A type 400 or 401, low mileage and carefully used, full particulars please to—H. F. Puggle, Bushey Heath, Herts. [0804

ANTHONY CROOK will purchase used Bristols on sight for cash.—Anthony Crook, Reading Bristol distributors.—Caterham Hill Surrey. Tel. 2232/3. [5049

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UM Ltd.

UNIVERSITY MOTORS, Ltd., Bristol distributors, 7, Hertford St., Mayfair, W.1. Grosvenor 4141.

BRITISH SALMSON

BRITISH SALMSON, 1937, close-coupled saloon, chassis recently completely overhauled, nearest offer £500.—Stephan, Stowe, Buckingham. [2684

B.S.A.

1939 B.S.A. Scout 2-seater, a perfect specimen, £395.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [1705

1936 B.S.A. 10hp streamlined saloon, black with red leather, very good condition, bargain £255.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [9707

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists are still buying B.S.A. and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [0611

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733 [0154

SPARE parts for 10hp and 12/6 fluid flywheel models.—Acles, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6352-3 [0611

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BUGATTI Type 57C, first registered 1944, believed 1938; very pretty 4-seater touring body by Corsica in immaculate condition, mechanica. condition excellent; genuine 90 mph, 16-20 mpg; reasonable offers over £950 to: J. J. Virr, Connaught House, Hackman's Gate, Clent, Worcs. Tel: Blakedown 141. [2059

Bugatti Cars Wanted

WANTED, Bugatti, any type but must be sound vehicle, 2, 3, 5-seater.—Frye, Barnes Farm, Kings Langley, Herts. [2054

Bugatti Spares and Service

LEMON BURTON Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071

BUICK

QUEENS ROAD AUTOS.

1937 Buick Special, excellent runner, sunshine roof; £295.—62, Queens Rd., Peckham, S.E.15. New Cross 5969. [1548

SIMPSON'S MOTORS offer:—

1948 Buick convertible, electrically operated hood, all accessories, for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 6691-2. [1206

MEBES & MEBES, Ltd. (Est. 1895) offer:—

1936 Buick Viceroy de luxe 4-door saloon, black, fawn upholstery, coachwork, mechanical condition and tyres excellent; £365.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [2589

1937 Buick 51hp saloon, leather, body and engine good; £295.—Elmbridge 2050. [1178

LIMOUSINE, 1937, 8-seater, Master chassis, not for hire; £750.—Lawton Goodman, 56, North Audley St., W.1. [1267

1939 Buick Viceroy 51hp saloon, black, brown leather upholstery, immaculate condition; £750.

ACRES ADTUS Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4, 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [7949

1936 Buick Viceroy saloon, moderate mileage, clean, sound car; £300.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [1845

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BUICK

1947 Buick saloon, low mileage, r.h.d., radio, etc., immaculate; £2,375.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [1500

BUICK Super 51 saloon, first registered January, 1949, every extra, beautiful condition.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [2201

1949 Buick Super-51 4-door saloon, l.h.d., radio, heater, nylon loose covers; £2,350.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). [1764

BUICK 7-passenger limousine, Grosvenor body, winding division, widest occasionals, requires tidying-up, also 1934 29hp 6-seater saloon, complete and running, ideal for spares; £175 the pair.—Eltbank Motors, Eltbank Rd., Eltham, S.E.9. Tel. Eltham 6240. [2912

1939 model Buick Viceroy saloon, black with grey cloth upholstery, this car is in exceptional condition, maintained regardless of cost, 5 new tyres, taxed, very suitable for hire work, £700.—Iron Bridge Service Depot, South Rd., Southall, Middx. Southall 2355. [2781

CAMDEN MOTORS.—Buick Super Eight 6-seater saloon, 4-door model (March, 1947), new look mouth organ front, latest body styling, immaculate ice blue finish with heavy chrome relief, large type over-riders, rimbellishers, loose covers, radio, heater trafic blinkers, etc., moderate mileage, outstanding condition; £1,245.

CAMDEN MOTORS.—Buick 31hp Special Viceroy 6-seater touring saloon, 1939 model with all the post-war features such as synchromesh steering column gear change, built-in radio, heater, rimbellishers, over-riders, etc., original back and chrome finish a handsome and imposing car ready to give a really long term of excellent service; £595.

CAMDEN MOTORS.—Buick Super Eight 6-seater touring saloon 1940, privately owned and in exceptional condition for a car of its year, all post-war features, Marchal electrical equipment, Milebeam passlights, etc., gives really magnificent ride, six almost brand new heavy duty tyres; £645.

CAMDEN MOTORS.—Buick 31hp Viceroy saloon 1937, with the full width 6-seater body and de luxe six wheel equipment, real leather upholstery throughout, fitted heater, etc., outstanding condition; £395.

CAMDEN MOTORS Lake Street, Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of 400 cars. Hire purchase, part exchanges, fares refunded in full to purchasers from any part of the country, free delivery anywhere in the United Kingdom. Showrooms open till 8 p.m. Monday to Saturday. [2540

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists urgently require all models Buick. Wembley 8691/2. [0664

BRITISH & COLONIAL MOTORS, Ltd., require good Buick cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2426

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [0436

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0504

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Buick. Tel. Wembley 8691/2. [0477

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

JOE THOMPSON (MOTORS), Ltd., offer:—

1949 Cadillac saloon, hydramatic drive, choice of two, under 10,000 miles.

1947 Cadillac 4-door Fleetwood saloon, perfect condition.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4958. [0096

CADILLAC saloon, 1931, fitted 4LK Gardner diesel engine, perfect; £600.—E. J. Bayliss, 192-194, High St., Colliers Wood, S.W.19. Liberty 3654. [1980

CADILLAC fixed-head Fleetwood coupe 1936 black, built-in radio, very good condition; £400, or nearest offer.—Williams, Sanders Lodge, Rushden. Tel. 643 Northants. [1963

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac from 1937 onwards.—Wembley 8691/2. [0665

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq., Grosvenor 4747), urgently desire to purchase modern American cars. [0457

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

SIMPSON'S MOTORS offer:—

1949 Chevrolet 2-door sedan, fitted with radio and heater.

1948 Chevrolet convertible, electrically operated hood, fitted with heater; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [1209

1949 Chevrolet r.h. drive, almost as new, several extras; £1,975.—Orpington 5935. [1481

1950 Chevrolet de luxe saloon, low mileage, as new.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [1501

CHEVROLET

JOE THOMPSON (MOTORS), Ltd., offer:—

1951 r.h.d. latest model Chevrolet 4-door saloon, colour black, many extras, as new.

1948 r.h.d. 4-door Chevrolet saloon, colour maroon, 18,000 miles, one owner; £1,550.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4958. [5049

BRITISH & COLONIAL MOTORS, Ltd., offer:—

1949 Chevrolet 4-dr. saloon, r.h.d., 14,000 miles.

1950 Chevrolet 4-dr. saloon, l.h.d., 12,000 miles.

1947 Chevrolet 4-dr. Fleetmaster saloon, r.h.d., 29,000 miles.

1950 Chevrolet 4-dr. saloon, r.h.d., 7,000 miles.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), Upper St. Martin's Lane, W.C.2. Tem. 3588. [2441

1950 (Dec.) Chevrolet 4-door de luxe saloon, blue, 10,000 miles; £2,100.—Park Garage (Molesey) Ltd., Hampton Court Way, Molesey. Tel. 4371. [8008

1950 Chevrolet 2-door saloon, cream and grey, immaculate condition, 12,000 miles only, latest streamlined bodywork, plastic interior cover, one owner only, heater, radio, every luxury; £2,000 or reasonable offer.—Tel. Tate 0615 any time for inspection. [1768

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Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

CAMDEN MOTORS.—Chevrolet Fleetmaster 4-door de luxe saloon, 1948 model series FK, finished in lustrine maroon, with full length chromed waistline and latest three-barred frontal grille, immaculate appearance both inside and out, tartan loose seat covers, radio, air-conditioning and all the usual extras recorded mileage 15,100, new Whitewall tyres; £1,445.

CAMDEN MOTORS.—Chevrolet Fleetline Six special 6-seater touring saloon 1945, with horizontal barred new look front and streamlined styled bodywork similar to later production model, large type bumpers with heavy chromed over-riders, rimbellishers, loose seat covers and usual extras, outstanding performance coupled with definite economical running costs; £1,095.

CAMDEN MOTORS.—Chevrolet Fleetline de luxe 6-seater touring saloon 1949 model, with the latest style enlarged curved windscreen and rear window air scoop design to frontal grille moulding, instruments in circular cluster superb condition, practically unused since new, negligible mileage; £1,795.

CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue, hire-purchase, part exchanges free delivery, fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday-Saturday. [2542

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists, urgently require all models Chevrolet. Wembley 8691/2. [0666

BRITISH & COLONIAL MOTORS, Ltd., Distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2429

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Chevrolet. Tel. Wembley 8691/2. [0478

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2430

CHRYSLER

DICKS.

1939 Chrysler 24hp Wimbledon saloon, steering gear change, leather upholstery; £595.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6888-9. [1298

CHRYSLER

CHRYSLER 1936 20hp Kew, £205; in perfect running order.—Below.

CHRYSLER 8 1936, £280; in excellent condition, taxed for the year, very good hire car.—Apply 29, Colonnade, Russell Sq., W.C.1. Tor. 6193. [0935

GATEHOUSE offer 1938 Chrysler Wimbledon saloon, black; £495.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou 4444. [2635

1938 (August) Chrysler 23.4 de luxe saloon, engine reconditioned, excellent tyres, new battery, overdrive, taxed, black, brown leather; £425; terms arranged.—Kendalls, Pippin Garage, Ansty Rd., Wyken, Coventry. Tel. Walsgrave 55.

H. F. EDWARDS offer 1938 (April) Chrysler Wimbledon saloon, black and chromium, brown hide, sliding roof, radio, a really beautifully kept and outstanding car, written guarantee; £395, terms, exchanges.—154, Gt. Titchfield St., W.1. Langham 0012. [2730

Chrysler Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists urgently require all models Chrysler. Wembley 8691/2. [0667

AUTO SALES (LONDON) Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

7-Seaters 1937/38/39 Royal Wimbledon-Dodge, privately owned Limousines required.—Alpe Providence Court, Grosvenor Square. Mayfair-2941. [6270

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Chrysler. Tel. Wembley 8691/2. [0547

Chrysler Spares and Service

AUTO SALES (LONDON) Ltd.,

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Road, N.W.6. Mal. 5555/2155. [0499

CHRYSLER official service agents.

REPAIRS, spares, exchange engine service.—Church Road Eng. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh (Essex) 58474/57127. [0268

CHRYSLER Specialists; repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 74, Balham High Rd., London, S.W.12. Tel. Balham 2234.

CITROEN

CAR MART, Ltd.

1950 Citroen Light 15 saloon, 16,000 miles; £1,395.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1190

HW. MOTORS Ltd.

1947 Light 15 saloon, grey/red leather, completely reconditioned; £950.

HW. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [2302

SG. SMITH MOTORS, Ltd., offer:—

1937 Citroen super modern 12 saloon, nice condition throughout, black with blue leather; £345.

SG. SMITH MOTORS, 285/7, Rye Lane, Peckham. Tel. New Cross 0460. [1775

CHIPSTEAD MOTORS, Ltd., offer:—

CITROEN 15 1948 de luxe saloon, black with red leather, red bodyline and wheels, sliding roof, fitted with new crankshaft, cylinder block, sleeves and piston, etc., oversize tyres unmarked, extras new special French wings and over-riders, special radio, chrome discs, etc.; one of the prettiest Citroens available.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052-7253-7154. [4446

HM. BENTLEY & PARTNERS, Ltd.

1950 (September) Citroen Light 15, black and brown with sliding roof, 8,000 miles only; £1,450.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [9703

JOHN S. TRUSCOTT, Ltd., for Citroen.

SEVERAL post-war models are usually available.

ONLY first-class examples are offered.

EXCHANGES, deferred terms.

SKILLED Citroen service and spares.

173, Westbourne Grove, W.11. Bay. 4274. [2416

ACLAND & TABOR, Ltd., Welwyn 461, offer with three months' guarantee:—

1950 (Sept., 1949) Citroen Light 15 saloon, suede green, beige leather, twin carburettor speedometer 4,000 miles, one owner, condition equal to new; £1,375.

1940 Citroen Big 6 saloon, black, brown leather, new tyres, immaculate condition; £895. [2406

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [4515

1939 Citroen Light 15, in excellent mechanical condition, red with red leather; £475.

FRY'S MOTOR WORKS, Ltd., 58-64, Lee High Rd., Lewisham, S.E.13. (Lee Green 3434.) [2240

1949 Citroen Light 15, grey/red leather, radio, one owner, excellent condition; £1,125.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3178. [2255

£398.—Citroen 12 1939 4-door saloon, sliding roof, excellent mechanical order; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [1909

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

265 ens.—Citroen super modern 12hp saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [2794

1950 Citroen 6-cyl, 13,000 miles, immaculate.—Taylor & Crawley, 42, Kensington Court, W.8. Western 6015. [2196

CITROEN Light 15 October, 1947, excellent condition; seen Kensington; private sale only.—Te. Western 7855, evenings. [2010

1947 Citroen Light 15, black/brown hide; £850; taxed; immaculate.—Tel. Mayfair 0131; out of business hours Harrow 4646. [2716

1935 Citroen f.w.d., black with leather upholstery, immaculate condition; £380.—S. & S. Motors, 165a, Westbourne Grove, W.11. Te. Bay. 1644. [2779

1938 Citroen 12 saloon, very good condition, extensively overhauled this year; £400.—Harrisons, Carbery Farm, Bulwick, Northants. Tel. Bulwick 225. [2490

£1650—1949 20hp Citroen saloon, colour maroon, red leather, H.M.V. radio, oil coil, chauffeur kept.—Woking Motors (Maybury Hill) Ltd., Woking 1958. [2321

750 ens.—Citroen 15, August 1946, 4-door saloon, metallic green, sliding head, red leather, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

495 gns.—Citroen 12, July 1939, Roadster coupe, gunmetal, maroon leather, new hood, unworn tyres, recent engine overhaul, carefully used, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

FRENCH it without tears, a 100% Citroen specialist service and spares organisation for Midland owners; send for descriptive folder.—Radwar Motors, Cowper St., Birmingham 19. Aston Cross 3425. [6763

£350—1947 Light 15 de luxe saloon, rack and pinion steering, £240 overhaul incl. ½ shafts, batt., rad. and items too numerous to mention, smart, very fast.—Oswald, 2, The Hythe, Staines 4465. [2680

£225—1937 Citroen Family Six 15 saloon, 2,747 c.c. normal rear drive (not super modern), o.h.v. engine, beautiful runner, good condition, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

1947 Citroen Light 15 saloon, finished in the original and unblemished black and chrome with maroon leather interior and carpets to match, a most immaculate example of this superior model, a genuine small-mileage car, fitted with radio, heater, demister, new Lucas flatbeam spotlamp, original kit of tools, new Lucas battery, all new tyres (first set since original), taxed year/r and full comprehensive insurance, transferable to new owner; the performance of this car must be tried to be appreciated; 70mph can be maintained with ease, the whole car has been thoroughly checked over by us and found faultless; £850; terms and exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6. Tel. Pen. 3457. [2249

Citroen Cars Wanted

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

ACE SERVICE STATION (LONDON), Ltd.

ARE anxious to purchase an unlimited number of good Citroen cars, as Citroen distributors we are able to offer extremely good prices.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [0000

1949-50 Citroens wanted; please give particulars and prices.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0877

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437. [7016

URGENTLY wanted for cash late model Citroen.—Connaught Engineering, Portsmouth Rd., Send, Surrey. Ripley 3178. [0126

JOHN S. TRUSCOTT Ltd. urgently require low mileage, really well-kept Citroens.—173, Westbourne Grove, W.11. Bay. 4274. [4615

Citroen Spares and Service

SOUTH of the Thames.

SALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0147

REDWOOD Citroen body repairs.

24 years experience crash and general repairs; trade enquiries invited.

HOLDER'S METALWORKS, 259, Staines Rd., Hounslow, Middx., Tel. Hounslow 3595. Week-ends only; reception and enquiries Hounslow 9543. Cars collected and delivered, A.A. drivers.

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams: Truble.

WIDDOMBE GARAGES Ltd., Pultney Rd., Bath 4862.—Citroen spares, reconditioned drive, trains 48-hr. service. [6161

SHRIMPTON'S MOTORS Ltd., London Distributors. Head office and show-rooms—242-244, Brompton Rd., S.W.3, Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274/5/6. [0518

WOODFORD CAR MART, Essex, distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0300

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

Citroen Spares and Service

C. G. NORMAN & Co.

CITROEN sole distributors for the County of London. Citroen spares and service.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0756

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanics, overhauls, swivel joints reconditioned 48-hr.; 4,000 spares stocked. [0564

CONNAUGHT

1949 (May) Connaught competition 2-seater, two owners only.—Boshier & Pattenden Ltd., Chapel Field Rd. Garage, Norwich. Tel. Norwich 24184-5. [2069

DAIMLER

STRATSTONE Ltd., Daimler distributors.

DAIMLER 27hp Hooper 7-passenger limousine (1950), maroon with maroon cloth, 15,000 miles, £4,650.

DAIMLER 27hp Windover 7-passenger limousine (1950) dark blue and black, excellent condition; £3,500.

DAIMLER 2½-litre coupe (1949), black with brown leather, radio and heater, well maintained; £1,950.

DAIMLER 2½-litre saloon (1949), black with brown leather, chauffeur driven and maintained; £1,895.

DAIMLER 2½-litre saloon (1948), grey with blue leather, radio, excellent order; £1,750.

DAIMLER 2½-litre saloon (1947), green with green leather, a most attractive car, one owner; £1,550.

DAIMLER 2½-litre saloon (1939), black with green leather, in good condition; £795.

DAIMLER 32hp limousine (1936), blue and black with cloth to rear, carefully maintained; £825.

STRATSTONE, 60, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464). [2134

1949 (July) Daimler 2½-litre saloon, colour grey with blue upholstery, very low mileage, in immaculate condition; £1,975.

1948 (August) 2½-litre saloon, low mileage, maintained by the manufacturers; £1,725; and many others at.

W. BRANDISH & SONS, Ltd., the well-known Midland distributors, Whitefriars St., Coventry. Tel. 5361. [1562

1948 2½-litre Daimler saloon, blue, radio, one owner.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. [2110

CASE'S MOTOR MART.—1938 Daimler 17 saloon, black, brown hide, immaculate, written guarantee.—8, Warren St., W.1. Euston 4110. [1709

1939 Daimler 2½-litre saloon de luxe, one owner, exceptional condition; £875.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [9090

GATEHOUSE offer 1937 Daimler 17 saloon, grey, ex-cellent condition.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [2836

1939 Daimler 25.9hp sportsman's saloon, one owner, exceptional condition, low mileage; £775.—Price Motors, Chiswick, W.4. Chiswick 4809. [2776

DAIMLER 2½-litre saloon 1950 (October) black with brown leather, in perfect condition, low mileage, £3,250.—J. Pritchard, Bush 2323. (1597

1949 Daimler 2½-litre coupe by Barker, black with brown leather, 7,000 miles; £1,895.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [1626

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0544

1949 (Nov.) Daimler 2½-litre drop head coupe, 7,000 miles, in new condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [1469

1941 Daimler 5-passenger saloon, late property Daimler Motor Co., and associate company, immaculate order throughout, completely overhauled by Daimlers in 1949, numerous extras. [9075

CITY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268.

465 gns.—Daimler New 15, 1933 model 17hp de luxe 4-door saloon, black, sliding head, brown leather, preselector, I.F.S., one owner, nearly new Goodrich tyres, terms, exchanges.—Rowland Smith, below.

375 gns.—Daimler New 15, July 1937 16.2hp 4-door sports saloon, black, sliding head, red leather, preselector, Philco radio, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2871

£1595—(June), unblemished blue exterior with hide upholstery to match, fitted H.M.V. built-in radio, very small recorded mileage and in lovely condition throughout.

CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2261. Write for post free catalogue, hire-purchase, part exchanges free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [2556

WALTER SCOTT, Ltd.—Daimler 2½-litre model D.B. 18 saloon, black, chauffeur driven, perfect order throughout; £725; terms, exchanges.—59, College Crescent, Hampstead, N.W.3. (Finchley Road Tube). Pri. 5914. [7011

ROSE & YOUNG, Ltd., offer 1950 Daimler 2½-litre Consort saloon, black, leather, mileage 5,000 as new, spare unused; £2,500.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [9040

LIMOUSINE 1936 Straight-8/32hp Hooper, partition, 4 wheel occasionals, blue/grey carriage.

1938 LIMOUSINE 24hp, partitioned, widest occasionals, privately owned, excellent throughout, black.

ALPE & SAUNDERS, Ltd., Providence Court, North Audley Street, Mayfair-2941. [2279

Daimler Cars Wanted

REQUIRED for a special client, a 1939-40 Daimler 2½-litre saloon.—Particulars to

LYNE, PRANCE & WAGSTAFF Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [7992

Daimler Cars Wanted

CONSORT 1950 saloon wanted privately, low mileage urgent.—Tel. Adams, Gateshead 75532. [2242

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0951

BRITISH & COLONIAL MOTORS, Ltd., require good Daimler cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2419

LIMOUSINES modern 24hp, also 8-cyl-32, urgently required, cash waiting, details please.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [6271

Daimler Spares and Service

AROOT MOTORS, Ltd.

AROOT MOTORS, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0145

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sale and service.—Kidderminster Rd., Croydon 5775. [0688

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Aliens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6253-3. [0460

DELAGE

RUSSELL MOTORS offer:—

D.8 120 Delage special aerodynamic 2-door saloon, low mileage, first registered 1946, a unique car.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Tel. Sloane 0268. [1221

CHIPSTEAD MOTORS, Ltd., offer:—

DELAGE D.6.70 late 1936, very beautiful streamlined saloon, Cotal electric gear box, over £400 spent recently, hydraulic jacking, twin pass lamps, new Newton shock absorbers, fitted electric engine heater, shoot-room condition.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154. [9056

SELBORNE (MAYFAIR), Ltd., world concessionaires for Delage cars.

£795—A remarkable show bargain, 1936 model Delage convertible coupe, English coachwork.

82 Park St., W.1. [2749

DELAGE D.6 actual 1950 Show model, streamlined foursome coupe by Guillore, Paris, blue with red leather, tyres unmarked, radio, etc., genuine bargain, owner going abroad; £2,450, o.n.o.—Ring Grosvenor 7271. [2339

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SELBORNE (MAYFAIR), Ltd. World Concessionaires for Delage cars, have many enquiries for Delage cars; exceptionally high prices obtained for pre-war models in good condition.

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Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., Delage world concessionaires.—Rapid engine and body repairs, parts stocked.—82, Park St., W.1. [0650

DELAHAYE

SELBORNE (MAYFAIR), Ltd.

DELAHAYE World Concessionaires.—1951 (B.M.T.A. permission to sell) 135M sports 2-seater British built coupe.

82 Park St., W.1. [1869

BARTLETT.—Delahaye 1949 135 competition 100mph chassis, fitted most attractive drop head coupe body with very 4-position hood, finished in red with chromium-plated wheels, full works report, small mileage; £2,600.—27a, Pembridge Villas, W.11. [1294

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Delahaye, actual 1950 Earls Court Show model, 135M, beautifully streamlined foursome drop head coupe, with three-position hood, Cotal electric gear box, huge spotlamp operated from inside car, passlamps, hydraulic jacking system, twin horns and special French windhorns, telecontrol shock absorbers, windscreen sprayers, etc., negligible mileage, very high performance, tyres unmarked, one of the prettiest Delahayes on the road, as new.—Tel. Flaxman 0052/7255/7154. [9008

Delahaye Cars Wanted

CHIPSTEAD MOTORS, Ltd.—Service and overhauls carried out by experts.

CHIPSTEAD MOTORS, Ltd., always buy good Delahayes.—Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. Flaxman 0052. [9010

SELBORNE (MAYFAIR), Ltd. World Concessionaires for Delahaye cars, have many enquiries for Delahaye cars; exceptionally high prices obtained for pre-war models in good condition.

82 Park St., W.1. [0866

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., Delahaye world concessionaires.—Rapid engine and body repairs, parts stocked.—82, Park St., W.1. [0665

DELLOW

1951 (May) Dellow 2-seater sports, subject to B.M.T.A. covenant, 2,000 miles.—Boshier & Pattenden, Ltd., Chapel Field Rd. Garage, Norwich. Tel. Norwich 24184-5. [2075

D.K.W.

FOUR cars, some completely rebuilt, some overhauled, choice of drop head coupes, cabriolets, fixed head saloons, fabric and all metal bodies.

B. & M. GARAGES, Ltd. for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's, W.2. Paddington 6877. [9014

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

D.K.W. Cars Wanted

WANTED, by private buyer, D.K.W. drop head coupe under £500.—Box 4700. [2000

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.—C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0671. [0066

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1947 Dodge saloon, fluid drive, heater, plastic covers, left-hand steering, one owner, £10 tax, terms, exchanges. £1,450.—GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [2369

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co. Ltd., Dodge Distributors, Hadleigh Essex.—Tel. 56474/57127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362

FERRARI

BROOKLANDS for Individuality.

FERRARI, sole concessionaires for the British Isles; enquiries invited.

103 New Bond St., London, W.1. Mayfair 6351/6. [2654

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FIAT 500cc 1937-8, new tyres, good condition; £275 or near.—Tel. Wordsworth 1566. [1956

MAYFAIR Garages Ltd., for you. Fiat the elegant and economical light car.—Below

MAYFAIR Garages Ltd. fully reconditioned 500 2nd series convertible coupes, in grey stone or chantel green, now available with three months guarantee; £465.—Below

MAYFAIR Garages Ltd choice of two reconditioned fixed-head coupes, in maroon and black with three months guarantee, £445, immediate delivery.—Below

MAYFAIR Garages Ltd. always hold a large selection of Fiats in stock from £225 to £725.—Below

MAYFAIR Garages Ltd., first registered March, 1951, model 500B ohv convertible coupe, Fia, blue with beige upholstery, one owner, small mileage, almost new, condition; £695.—Below

MAYFAIR Garages, Ltd., 1949 500B ohv fixed head coupe, dark grey, left-hand drive, cloth upholstery, small mileage, outstanding condition, three months guarantee; £850.—Below

MAYFAIR Garages Ltd., reg. 1940 1100 Ranalah drop-head foursome coupe, black beige hide, fully equipped, good tyres carefully maintained, very smart car with outstanding road performance, three months guarantee; £495.—Below

MAYFAIR Garages Ltd., late 1939 500 de luxe full 4-seater convertible saloon with Italian new frontal style 2-tone blue with blue leather upholstery, bumpers, fully equipped, smal mileage, outstanding condition throughout; £475.—Below

MAYFAIR Garages Ltd., August, 1939 500 full 4-seater de luxe convertible saloon, mistletoe green, leather upholstery, all good tyres, special headlamps, carefully maintained, smart car with excellent road performance; £425.—Below

MAYFAIR Garages Ltd., July, 1939 500 convertible 4-seater saloon, blue leather upholstery, good tyres carefully used; excellent condition throughout, £565 (choice of five 4-seaters).—Below

MAYFAIR Garages Ltd. 1-of-50 500 de luxe convertible coupe, silver with hide upholstery, scrupulously maintained mechanical condition, sound coachwork outstanding road performance; £595.—Below

MAYFAIR Garages Ltd., 1939 500 de luxe convertible coupe, black, leather upholstery, smart car in outstanding condition throughout; £565.—Below

MAYFAIR Garages Ltd., July 1938 500 convertible coupe, black and red with red leather upholstery, four almost new tyres, first-class road performance, very smart car; £545 (choice of six 1938 models).—Below

MAYFAIR Garages, Ltd., all the above carry three months guarantee.—Below

MAYFAIR Garages, Ltd., twenty-four Fiats in stock; send for descriptive list and copy of The Autocar road test report.—Below

MAYFAIR Garages Ltd., Fiat sales, service and repairs by skilled British and Italian Fiat mechanics.—Below

MAYFAIR GARAGES LTD. Balderton St., (opp. Selfridges clock) Mayfair, W.1. Mayfair 3104/5. Open 9-6; Sats 9-12. [8979

1938 Fiat 500 convertible 4-seater, reconditioned engine just fitted, reupholstered, exceedingly smart little car, £345.—MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [8356

1937 Fiat 500 coupe, good order, cream, spare tyres; £255.—Hailstone, Carbery Farm, Bulwick. Tel. Bulwick 225. [2491

C. V. RUSHMER, the Fiat specialist, for rebuilt guaranteed models; present stock includes 1939 500 2-seater drop head coupe.—59, Holland Park, W.11. Park 5731. [2753

FIAT 1100cc pillarless saloon, recently rebored engine, reground crankshaft, new valves, new crown wheel and pinion, brakes relined, etc., fast and economical car; £475.

ENTERPRISE GARAGE, Sturry Rd., Canterbury. Tel. Canterbury 4285. [2016

425 gns.—Fiat 500, Sept. 1939, 4-seater convertible saloon, black and silver, red leather, good tyres, very carefully used, exceptional condition, taxed; terms, exchanges.—Rowland Smith, Ba[illegible]

295 gns.—Fiat 500, August 1937, coupe, grey, blue leather, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1937 Fiat 500 saloon, colour silver with blue leather upholstery, one owner since new, 17,000 miles, must be seen to be really appreciated, 55 miles per gallon; £365; terms, exchanges.—A. E. Palmer Motors, Ltd., Luton 4812. [1526

Fiat Cars Wanted

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

CASH immediately for good Fiat.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2736

Fiat Cars Wanted

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St., (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [0695

Fiat Spares and Service

MAYFAIR GARAGES, Ltd.—Fiat sales and service by skilled English and Italian staff.—Below.

MAYFAIR GARAGES, Ltd., stock various self-fitting body trims such as mat sets, hoods, running boards, etc.; list on request.—Below.

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FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay 1644. [0156

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909

B.D.J. (ENGLAND), Ltd., offer exchange engines fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 6028. [0325

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators, in exchange, spare wheel covers, luggage carriers, supercharger sets, Metric spanners, complete servicing all models.—Derrington, 159 & 161, London Rd., Kingston 5621-2 [5030

FORD (8 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, 12. Tel. Hillside 4444.

1950 Anglia, green, low mileage, immaculate condition, demonstration any time, anywhere.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7955

CAR MART, Ltd.

1949 Ford Anglia saloon, 5,000 miles; £835.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1198

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

H. A. SAUNDERS, Ltd., offer:—

1950 (October) Ford 8 Anglia saloon, beige with brown upholstery, loose covers, spot light, 5,000 miles; £765.

836—842, High Rd., N.12. Hillside 0024. [2154

CHARLES FOLLETT Ltd., offer:—

1947 Ford Anglia saloon, black, maroon interior, one owner, 15,000 miles only, exceptional condition; £585.

18 Berkeley St., W.1. May. 6266.

SERVICE, works and stores: Barnsdale Yard, off Elsin Avenue, W.9. Cunningham 5936-8. [2457

ALLAN TAYLOR MOTORS, Ltd. offer:—

APRIL, 1950, Ford Anglia saloon, 6,000 miles; £775.

HIGH ST., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [1797

W. J. BROWN, Ltd., Used Ford Specialists.

1948 (June) Ford Anglia saloon, black, one owner, 4,600 miles, immaculate; £685.

1947 (June) Ford Anglia saloon, black, exchange engine, exceptional condition; £550.

W. J. BROWN, Ltd., Ford Main Dealers,

339 Finchley Rd., N.W.3. Hampstead 4414.

ADJACENT Finchley Road Stations. [2482

1948 Ford Anglia saloon, black, recond. engine fitted, taxed; £595.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [1268

FORD Anglia, 1949, honey beige/red hide, 14,000 miles only; £675.—J. Davy, Ken. 1108. [2097

1936 Ford 8 saloon, perfect; £155.—8, Crawley Mews, S.W.7. Kensington 8696. [2233

1949 (November) Ford Anglia saloon, black, red leather interior, one owner.

EUSTACE WATKINS Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3. (Flaxman 8181). [9112

1950 Ford Anglia, fawn with red upholstery 10,000 miles; £765; terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Streatham High Rd., William St. (Off The Moor). Sheffield 1. Tel. 24687. [7412

£295—Ford 8 1937 2-dr. saloon original, in exceptional condition throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 2066-7. Open Mon. to Sat. 9-6. (50yds. Holland Park Tube.) [1968

1939 Ford 8 saloon, one owner, well maintained, in excellent condition; £355.—Tel. Longfield (Kent) 2256. [2697

1939 Ford 8 saloon, in splendid condition; £375.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [8227

£645—Ford 8hp Anglia saloon 1949, black with red leather interior, fitted loose covers, very carefully maintained; choice of two.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (3 lines). Write for post-free catalogue, hire purchase, part exchanges, free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [2559

FORD (8 h.p.)

345 gns.—Ford 8 1938 de luxe saloon, blue, very good condition, taxed; terms, exchanges.—Rowland Smith, below.

645 gns.—Ford Anglia, November 1949, 8hp saloon, green, one careful owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below.

595 gns.—Ford Anglia 1948 (registered July 1950) 8hp saloon, grey, one careful owner, rimbellishers, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2615

1939 Ford 8 de luxe saloon, exceptional condition throughout, £365; 5 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [2762

ROYS AUTOMOBILES, Ltd., offer: 1949 Ford 8 saloon, 8,000 odd, £635; also 1946 saloon, £425.—127, Parkway, N.W.1. Euston 2700. [2612

GATEHOUSE offer a choice of 2 Ford 8 saloon cars, black; from £325.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [2837

1947 Ford Anglia saloon, black, reconditioned engine just fitted, bodywork in first-class condition offered with 5 months' guarantee.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234 [6516

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578

1949 Ford Anglia, black, maroon leather, 8,000 miles, as new; £675.—Hendon Central Garage, 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [1261

1946 Ford Anglia, black, one owner, perfect condition throughout, low mileage, loose covers; £495.—M.B. Motors, 356, New Cross Rd., London, S.E.14. Tideway 5779. [6969

1949 Ford Anglia saloon, black, loose covers, 11,000 miles, particularly nice order; £625.—Carey & Clayton, Crossroads, Southbourne, Bournemouth. Tel. 1900. [2585

1947 Ford Anglia, the best example in London to-day, looks like new and is in perfect condition, fitted loose covers and radio aerial; £595; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford, Herts. Tel. Watford 4491. [2095

£350—1938-9 (Oct., 1938) Ford 8 saloon, excellent condition, choice of two.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [5054

1947 Ford Anglia saloon, 30,000 miles, new engine, good tyres, exceptionally clean, rexine upholstery worn; £500.—John Gray, 30, Hermitage Lane, N.W.2. Speedwell 1242. [1948

1949 Ford Anglia saloon, black, 16,000 careful miles, really exceptional condition; £595; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [2413

1946 (Nov.) Ford Anglia saloon, reconditioned engine, new tyres, new loose covers, exceptionally smart car in superb mechanical order; £495.—Gray's Cars (London), Ltd., 277, Green Lanes, N.13. Palmers Green 2365. [2592

Ford Eight Cars Wanted

CASH waiting for 1939 Ford 8.—Tel. Finchley 1508, 10-6 p.m.

I REQUIRE post-war Ford 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0726

1939 Ford 8 saloon required.—Turnbull, Ross House, Station Hill, Winchester. [2132

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0840

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Prefect, green leather upholstery, many extras, low mileage, car as new.

1950 Prefect, green, cloth upholstery, spotless condition, genuine car.

1949 Prefect, beige leather upholstery, very low mileage, really good buy.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7956

DICKS.

1948 Ford 10 saloon, definitely unmarked; £750.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6888-9. [6346

CAR MART, Ltd.

1950 Ford Prefect saloon, 2,000 miles; £985.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1194

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

NORMAN AUTOS offer:—

1950 model Ford Prefect saloon, leather upholstery, practically as new; £795.—346-354, London Rd., West Croydon. Thornton Heath 4657. [2225

BROADWAY MOTORS offer:—

1950 Ford 10 de luxe saloon, black, red leather, one owner, 13,000 miles, in excellent condition throughout; £885.

BROADWAY MOTORS, 16-18, Broadway, Bexleyheath. Tel. Bexleyheath 3591. [2657

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

CHARLES RICKARDS, Ltd., offer:—

1949 (Aug.) Ford Prefect, black with red leather, one owner, fitted seat covers and mats, 14,000 miles, very carefully maintained; offered at the very competitive price of £795.

1948 Ford Prefect saloon, finished black, mileage 28,000, in exceptional condition throughout; £735.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins from Marble Arch). Pad 1820. [2170

WANSTEAD MOTORS, Ltd., offer:—

1948 Ford Prefect saloon, black with red leather, very clean car; £665.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [5059

C.M.I. CAR SALES (Pri. 6623) offers:—

1948 model Ford Prefect 4-door saloon, one owner replacement engine fitted.—Swiss Cottage, Finchley Rd., N.W.3. [9421

ALLAN TAYLOR MOTORS, Ltd., offer:—

MARCH, 1949, Ford Prefect, low mileage; £825.

JULY, 1949, Ford Prefect, excellent condition; £875.

FEBRUARY, 1950, Ford Prefect, immaculate; £895.

HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [1796

W. J. BROWN, Ltd., Used Ford Specialists.

1950 (Oct.) Ford Prefect saloon, green, leather upholstery, 4,000 miles; £895.

1949 (Nov.) Ford Prefect saloon, beige, fawn upholstery, 11,000 miles; £855.

1948 (Sept.) Ford Prefect saloon, black, red leather upholstery; £695.

1946 Ford Prefect saloon, black, brown leather upholstery; £595.

W. J. BROWN, Ltd., Ford Main Dealers,

339 Finchley Rd., N.W.3. Hampstead 4414.

ADJACENT Finchley Road Stations. [2483

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Prefect saloon, black/cloth, 3,000 miles.

1950 Ford Prefect saloon, green/hide, 5,000 miles.

1950 Ford Prefect saloon, black/hide, 8,000 miles.

1947 Ford Prefect, black/cloth, 13,000 miles.

AND many others to select from.

56 Park Lane, W.1. Regent 4866, and 374 Ealing Rd., Alperton, Middx. Perivale 3398. [7231

ACE SERVICE STATION (LONDON), Ltd., offer:—

FORD Prefect 1949 (Oct.) saloon, 4,300 miles only, a new car; £825.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [2785

1950 (October) Prefect, green radio covers; £900.—Taylor, 178, Stamford Hill, N.16. [2755

1946 Ford Prefect saloon, reconditioned engine recently fitted, really nice condition; £525.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256-7. [2400

FORD Prefect, 1947/8, leather, immaculate condition, almost new tyres; £650.—A. Owen, Tulse Hill 6297. [2485

1949 Prefect saloon, spotless; £845.—Mitchell, 1, Balham High Rd., S.W.12. Balham 2254. [6859

5300 miles.—1950 (Oct.) Ford Prefect, leather.—Ernest Sutton. Tel. Rosate 4 (trade only). [2652

1939 Ford Prefect 4-door saloon, leather upholstery, reconditioned engine, beautiful appearance; £445.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [8360

1949 Ford Prefect, taxed; £775.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [2850

1947 Ford Prefect, in leather, outstanding condition; £625; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [2761

£395 Ford Prefect drop head coupe 1939, excellent mechanically, good hood, cellulose, etc.; many others.

BENMOTORS 1, Clarendon Rd., Holland Park London W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50yds. Holland Park Tube.) [1993

1950 (Nov. 1949) Prefect, black, carefully used, and serviced; £850.—Campbell Symonds, Wembley 6262. [7155

1939 Ford 10 Prefect, very good condition, new engine, 4-door black saloon, good tyres.—Tel. Bedford 61220. [1959

1948 Ford Prefect saloon, 36,000 miles, reconditioned engine recently fitted, 3 months' written guarantee; £625.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256-7. [2399

1936 Ford 10 tourer, black, mechanically very sound, £40 just spent engine, 3,000 miles; £195.—Box 481. [2603

1950 series (Dec., '49) Ford Prefect, black, beige, very low mileage; £875.—Odeon Motors, Ltd., Barnet 4100. [9059

ARTHUR E. GOULD Ltd., 290-292, Regent St., W.1. Langham 3594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [0579

FORD (10 h.p.)

1950 Ford Prefect saloon, radio, 4,000 miles.—British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Tem. 3588. [2446

1940 Ford Prefect, black with red leather upholstery, very good mechanically; £385.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [2514

£925—Prefect, green, brown leather upholstery, first registered May 1951, out of covenant, as new.—Tel. Smith, Elstree 3092 after 7 p.m. [2506

1949 Ford Prefect, black with brown upholstery, splendid condition inside and out; £695.—Panthers Service Garage, London Rd., Guildford 5526. [2344

!!! 1950 (Feb.) Ford Prefect saloon, black, genuine 3,900 miles only, taxed, as new; £865.—H. B. Bath, 56 Gloucester Rd., Kensington, S.W.7. Western 5175. [1725

1948 Ford Prefect saloon, black, small mileage, immaculate condition throughout; £695.—M. B. Motors, 359 New Cross Rd., London S.E.14. Tideway 3779. [2345

1948 Ford Prefect saloon, 20,000 miles, beige, brown leather, one owner, exc. cond.; £740.—Tickford, Ltd., 6, Upper St. Martin's Lane, W.C.2. —Tem. Bar 3536. [2111

£300 or by instalments (£115 deposit).—1938 Ford 10 saloon, 5 months' written guarantee.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 5712 and 6532. [1917

1950 (Feb.) Ford Prefect saloon, green, beige leather, home covers, 19,000 miles.—Boothier & Pattenden, Ltd., Chapel Field Rd. Garage, Norwich. Tel. Norwich 24184-5. [2071

1949 Ford 10, absolutely unmarked inside and out, very low mileage, one owner, black; £795.—Jack Rose, Ltd., Stanford Rd., Wallington, Surrey. Wallington 6677-8. [9043

1950 model Ford Prefect, black, leather, one owner, immaculate; £895.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-6. [6010

1947 Ford 10 saloon, leather upholstery, in exceptionally fine condition throughout; outstanding bargain £650.—Wembley Court Motors High Rd., Wembley. Arnold 5221-2. [9492

1949 Ford Prefect saloon, black with red leather upholstery, one owner; part exchanges, deferred terms.—Chain Garages, Hanger Lane, Western Ave., Ealing, W.5. Per 4404/5 [1762

TANKARD & SMITH, Ltd., offer 1949 Ford Prefect saloon, leather upholstery, recorded mileage 24,000, a very sound and attractive car; £725.—226-232, High Rd., N.15. Stamford Hill 3291. [2210

1949 Ford Prefect, in black with fawn cloth trim, fitted loose covers to front seats, mileage 18,000, in good condition, £815; another, 1950 model, unmarked, £895; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford, Herts. Tel. Watford 4491 [2094

WALTER SCOTT, Ltd.—1950 Ford Prefect, black, low mileage, spare unworn, brand new condition; £850; exchanges, terms.—59, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [7012

TANKARD & SMITH, Ltd., offer 1949 (October) Ford Prefect saloon de luxe, green with brown leather upholstery, low mileage; £860, 3 months' written guarantee.—97, Peckham Rye, S.E.15. Rodney 2091. [3004

1949 Ford Prefect 4-door saloon, small mileage, an immaculate car, used end of year; £825; terms and exchanges.—Moreton Garage, 32b, Church St., Kensington, W.8. Tel. Western 5720. [9057

1949 Ford Prefect, black, red leather, 17,000 miles from new, one owner, in immaculate condition throughout; will accept car for quick sale, £765.—Lee Green 4555. 1, Belmont Hall Court, Belmont Hill, S.E.13. [2756

1950 (Dec., 1949) Ford 10 Prefect, mileage 9,000, colour cripple green, brown upholstery (leather), taxed year, unmarked and as brand new, first £820.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester 8. [2187

1950 (September) Ford Prefect saloon, beige and brown leather, 5,000 miles only with particularly careful owner, as new, taxed; £915.—Carey & Clayton, Crossroads, Southbourne, Bournemouth. Tel. 1000. [2346

£395—1939 Ford 10 Prefect drop head foursome coupe, royal blue, grey hide interior, beautiful condition throughout, excellent runner, taxed year.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [9615

EXCEPTIONAL 1950-51 Ford Prefect saloon, black, dark brown leather, one owner, loose covers, etc., a really beautiful car, any exam.; £885.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146. [9288

365 ens.—Ford Prefect, April, 1940, 10hp foursome drop head coupe, maroon, leather upholstery, good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2374

1939 Ford Prefect 10hp 2-door saloon, black, dark red leather upholstery, one careful owner since new, just taken delivery of new car, Ford service engine fitted 3,000 miles ago, new tyres, above average condition throughout; £365.

JOHN JORDAN, Laburnum Rd. Garage, Sandy, Beds. Tel. 64.

Ford Ten Cars Wanted

I NEED post-war Ford 10 immediately.—Fortune, 53, Cambridge Rd., Wanstead E.11. [0730

ROWLAND SMITH'S the Ford 10 buyers.—Hampstead High St. (Hampstead Tube) Ham 6041. [0935

MARSTON MOTOR Co., Ltd. for your Ford 10. Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ALMOST new Ford 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0855

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0961

FORD (V.P.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 (September) Ford Pilot, colour blue with blue leather upholstery, 9,000 miles; £1,250.

1950 (May) Ford Pilot, colour green with beige leather upholstery, heater and radio; £1,295.

1949 (May) Ford Pilot, colour blue with blue leather upholstery, heater, radio, loose covers; £1,175.

1948 (November) Ford Pilot, colour green with beige leather upholstery, heater and radio; £1,065.

DEMONSTRATIONS; any time, anywhere.

W. HAROLD PERRY Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [1204

CAR MART, Ltd.

1950 Ford Pilot saloon, radio, heater, 14,000 miles; £1,250.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212 [1195

NEWNHAMS, Ltd.

1949 Ford V.8 Pilot saloon, black with brown, radio, low mileage.

NEWNHAM House 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5023

RUSSELL MOTORS offer;

1948 (October) Ford Pilot, blue and blue leather, one owner, fitted heater and radio.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [1222

WARWICK WRIGHT, Ltd., offer:—

1950 Ford Pilot V.8 saloon, black, brown leather, radio and heater, 11,000 miles.

WARWICK WRIGHT Ltd., New Bond St., W.1. Mayfair 9761. [7740

WARWICK WRIGHT, Ltd., offer:—

1951 (B.M.T.A. consent) Ford Zephyr 6 saloon, azure blue, beige leather, radio and heater, 600 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2771

1949 Ford Pilot, leather, negligible mileage.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [2298

DAGENHAM MOTORS, Ltd. Ford main dealers

1950 Ford Pilot saloon, black, brown hide, radio, 8,000 miles.

1950 Ford Pilot saloon, black, beige hide, radio, £100 extras, 10,000 miles.

1950 Ford Pilot saloon, black, beige hide, radio, 10,000 miles; choice of two.

1949 Ford Pilot saloon, black, brown hide, radio, 15,000 miles.

56 Park Lane, W.1. Regent 4866. And 374 Ealing Rd., Alperton, Middlesex. [1742

1950 Ford Pilot, 90 miles only, new condition, £1,295.

1950 Ford Pilot, 6,000 miles, £1,195.

EVANS & O'MALLEY Ltd., Lowndes Square, Knightsbridge, S.W.1. Sloane 1553, 1709. [1686

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon, black, radio.

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon, green.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [2478

9000 miles.—1950 (Sept.) Ford Pilot.—Ernest Sutton. Tel. Rosate 4 (trade only). [2651

1949 Ford Pilot, black/brown hide upholstery, first-class condition throughout; £1,095.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [2217

1938 Ford V.8 22hp, Notek Spot, new tyres, nearly £100 recently spent, offers over £265.—Box 4454. [8693

1949 Ford Pilot saloon radio and heater.—Autowork, Ltd., Winchester. Tel. Winchester 4454/3406. [2138

1949 Ford Pilot saloon, colour black, low mileage.—John Waalley, Ltd., London Rd., Bishop's Stortford. Tel. 181 & 182. [6940

1950 Ford Pilot saloon, radio and heater, 9,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2442

GOLDERS GREEN.—H. A. Saunders, Ltd. 1949 Ford V.8 Pilot saloon, black/beige hide, radio, heater, £1,145.—144, Golders Green Road. Spe 0011. [2096

1950 (Oct.) Ford Pilot saloon, 9,000 miles, heater, leather, black, unmarked; £1,125.—London House Motors, Burnhouse, Uxbridge. Tel. 458. [2501

FORD V.8 (91A) 4-door saloon first registered 1946, excellent condition throughout; £595.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5578

1950 Ford Pilot saloon, radio, heater, beautiful condition, low mileage; £1,100.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557/6870. [2235

395 ens.—Ford V.8 1939 30hp 91A 4-door saloon, black, fawn cloth with loose covers, heater, very good condition; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2375

365 ens.—Ford V.8, August 1938, 30hp 81A 4-door saloon, blue, fawn cloth, radio, carefully used, excellent condition, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2373

1950 April, Ford Pilot saloon, black with fawn cloth upholstery, radio, heater, loose cushion covers, mileage 19,000, 4 new tyres, just fitted perfect car, £1,250.

GEE CARS Ltd., 60-62, Queensbury Rd., N.W.9. Mac 5565. [5820

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (V.8)

1948 (August) Pilot saloon, black, leather, heater, radio, exceptional condition for mileage of 31,000. £925.—Thirlstane Cars, 462, Bowes Rd., N.11. Ent. 4304. [2696

1950 (May) Ford Pilot, black and brown, radio, heater, one owner, exceptional condition, taxed; £1,285.—H. B. Bath, 56, Gloucester Rd., Kensington, S.W.7. Western 5175. [2641

1949 Ford Pilot saloon, black, leather upholstery, fitted radio as new throughout, perfect condition, £1,050.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2480

1950 (June) Ford Pilot, blue, leather, seat covers, Linz mats, radio, heater, 4,500 miles, one owner, very carefully used; offers over £1,200.—Evans, Red Lion Hotel, Fakenham, Norfolk. [2042

1948 Ford Pilot, black with brown leather, radio, low mileage, showroom condition throughout, £995.—Bella Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [2578

1950 (October) Ford Pilot saloon, channel-green, beige leather upholstery, radio, heater, recorded mileage 5,400, many extras, including loose covers; a truly unmarked and as new motor car.—DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266 [9639

1950 (May) Ford Pilot saloon, colour eau de nil, beige upholstery, loose covers, radio, heater, speedo reading 14,500, entire car in excellent condition, one owner, taxed; £1,085. Holmes & Mcartliy, 31, Chase Side, N.14. Tel. Palmers Green 6831. [2497

1950 (Aug.) Ford Pilot saloon, mileage guaranteed at 14,800, one owner, finished attractive pale green with brown leather upholstery, built-in radio, heater, spare unused, two wing mirrors, taxed December, the whole car in immaculate condition; trade enquiries welcomed.—MOTOURISTS (LONDON), Ltd., Great North Rd., N. E. Finchley Station, N.2. Tudor 2301-2. [1758

CAMDEN MOTORS.—Ford V.8 Custom 6-seater drop head coupe (convertible), 1949 model, equipped with overdrive and streamlined bowe styling similar to latest production model, front and rear fenders flowing into body lines, extra large type over-riders, upholstery in fawn broadcloth with wide leather trimming, Pilot centred instruments in one cluster, all extras, air conditioning with demisting and de-icing, press button hand brake release, etc., performance must be experienced to be appreciated; £1,695.

CAMDEN MOTORS.—Ford V.8 (American) right-hand drive 6-seater touring saloon, 1947 model, with fully chromed "new look" mouth organ front full width streamlined body styling, upholstered throughout in leather with tailored loose seat covers, etc., etc., opportunity to obtain a proper post-war American right-hand drive model in excellent condition at a most attractive price of £995.

CAMDEN MOTORS.—Ford Pilot saloon, 1948, with full de luxe leather upholstery, radio, heater, etc., beautiful mist green finish, small mileage; £965.

CAMDEN MOTORS.—Ford V.8 30hp 6-seater saloon, 1938 model de luxe, black, brown leather, a fast powerful car but very economical, ideal for private hire operator; exceptional value at only £395.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post free catalogue of over 400 guaranteed used cars; hire purchase; part exchanges; free delivery; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Mon.-Sat. [2543

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0956

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all model Ford V.8s from 1937 onwards.—Wembley 8691-2. [0668

JOHN S. TRUSCOTT, Ltd., urgently require low mileage, really well-kept Ford Pilots.—173, Westbourne Grove, W.11. Bay. 4274. [4617

UTILITY—FORD OR OTHER BODIES

J. MARSHALL.

1946 (registered) Canadian Ford Mercury shooting brake, body requires attention, ideal for sports conversion; £195.—J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2569. [9762

1950 Fordson 7-seater Utility, 10hp, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2432

1947 Fordson Utility 10cwt. in excellent condition throughout, taxed year; £495.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [2575

£600.—Ford Mercury de luxe shooting brake, in magnificent condition, £10 tax.—Dr. Howard, 636, Green Lanes, N.8. Tel. Bowes Park 2578. [2668

FORD V.8 (ex-W.D.) heavy 4-door utility, sun roof, appears to be a genuine 5,000 miles, unregistered (£10 tax); £595.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [1932

1939 Ford Prefect with natural wood 6-passenger utility body, total mileage 16,000, condition practically as new, one owner; £495.—Dixon's Garage, 154, West Hill, Putney, S.W.15. Tel. Putney 0396. [1818

225 gns.—Ford V.8, July 1938, 30hp 81A 4-door 8-seater Utility, timber body, glass all round, drop tailboard, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2576

Ford Utility Cars Wanted

FORD 9, 10, and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 389, Euston Rd., London, N.W.1. Euston 4466. [0040

FORD Pilot shooting brake wanted.—Adler, 30, Baker St., London. Welbeck 6578 or 9202. [2043

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

FORD MISCELLANEOUS

1947 Ford Prefect saloon; terms, exchanges; £625.—Also

1946 (December) Ford 8 saloon, excellent mechanical condition, one owner since new; terms, exchanges; £525.—Also

1950 Ford 10hp 5-seater Utility, sliding roof, dual petrol tanks, oversize tyres, 15,000 miles, one owner; terms, exchanges; £775.

GEORGE NEWMAN & Co., 389, Euston Rd., N.W.1. Euston 4466. [2375

W. J. REYNOLDS (MOTORS), Ltd., main Ford and Fordson distributors.

WE always have a good selection of Ford Anglias and Prefects 5cwt and 10cwt vans, which have been through our works and overhauled mechanically and bodily as considered necessary; contact us if you want a reliable vehicle—also cars of other makes in stock; let us know your requirements; exchanges, hire purchase terms; demonstrations willingly.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (6 lines). [2221

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from the vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0378

1948 Fordson 5cwt van with windows and extra seat, 23,000 miles since new; £440.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136 [4581

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0956

HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767.

BRITISH & COLONIAL MOTORS, Ltd., require good Ford cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2421

FREE valuation of your Ford within 50 miles London or at Tankard & Smith, Ltd., 194-198, Kings Rd., London, S.W.3. Tel. Flaxman 4801 (5 lines). [2333

Ford Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.—NORMAND, Ltd., 405-9, King St., W.6. Riv. 5665. [0228

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; Dagenham reconditioned engines, 8, 10, and 30hp always available from stock.—219—221, Balham High Rd., S.W.12. Tel. Balham 4401. Also at FORD Rd., Folkestone 51222 [0406

ALLAN TAYLOR (MOTORS), Ltd., HIGH St., Wandsworth, S.W.18. MAIN Ford dealers.

LARGE stocks of genuine Ford parts.—VANDYKE 4433 (5 lines). [0314

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233) main Ford dealers; service and all spares. [0093

ALDARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. [0110

FOR Ford mudguards, running boards, 1933-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0385

MANUFACTURERS have for disposal 6 brand new Ford V.8 30hp engines complete with starter motor, dynamo, carburettor, etc.

FORD Mercury V.8, brand new, with dynamo and distributor, and a number of Ford V8 30hp industrial engines which have been overhauled; a limited number of the same engines are offered as runners.

A NEW Fordson 8 Major TVO industrial engine unit, complete with fuel tank, radiator, dynamo, starter, etc.

BRAND new spare parts comprising fans, belts, dynamo, brush assemblies, harness wires, distributor caps, solenoids, manifolds, clutch plates, grease retainers, gaskets of all types, 10hp gear boxes, pressure plates, clutch discs, etc.—Write BOX 4424 [9110

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FRAZER NASH-B.M.W.

CHIPSTEAD MOTORS, Ltd., offer:—

B.M.W. 328 streamlined competition 2-seater, late 1939 model, finished in ivory with black leather, only covered a small mileage since engine completely reconditioned, including crankshaft reground, etc., sleeved and fitted with Bristol pistons; also clutch and gearbox overhauled, new tyres, immaculate condition, terrific performance, specimen car.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7248/7154. [7991

1936 Frazer Nash-B.M.W. 2-litre, 2-4-seater Cabriolet model; price £300.

FIRST registered 1946 Frazer Nash-B.M.W. Type 328, fitted specially made open 2-seater sports body, suitable for competition; price £1,100.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Midds. (Hounslow 0011.) [1284

PERFORMANCE CARS, good selection always available, written guarantee. See under "Sports Cars." [7680

ROSE & YOUNG, Ltd., offer:—Frazer Nash-B.M.W. type 328, Grand Prix 2-seater, immaculate condition, gearbox and engine completely overhauled, black and chrome; £995.—65-69, Chertsold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [8579

FRAZER NASH-B.M.W.

BARTLETT.—Frazer Nash-B.M.W. 327/80 and 327/85, F.N.-B.M.W. 326 drop head, F.N.-B.M.W. 326 saloon.—27a, Pembridge Villas, W.11. Bayswater 0523. [1296

1938 model 320 saloon, in quite exceptional condition throughout having been recellulosed, re-upholstered and maintained regardless of cost, engine modifications include high compression head, 328 rods with lead/bronze bearings, Bristol oil pump and oil radiator, several extras, any trial; best offer over £650.—Tel. Rickmansworth 3361. [2700

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT.—We are very interested buyers of all Nash-B.M.W models.—27a, Pembridge Villas, W.11. Bayswater 0523. [1300

GRAHAM

GRAHAM 32hp 8-cyl. supercharged 1936 model, English body, resprayed, sell £150; exchanges invited.—Bacon, 156, Kettering Rd., Northampton. [2676

HEALEY

S. MORRIS & Co.

29/31, Edgware Rd., London, W.2. Tel. Pad. 3075-6, offer:—

UNUSED unregistered Healey Sportamobile (4-seater drop head coupe) finished in red, with black leather upholstery, piped in red, now offered with special purchase tax reduction. [2624

BROOKLANDS for individuality.

HEALEY distributors for London and Home Counties.

DEMONSTRATION, early delivery of latest models.

1951 Healey Tickford saloon, grey, speedometer reading 4,000.

1950 Healey Silverstone sports 2-str., choice of two.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [2655

BARTLETT.—Healey Duncan drop head coupe, exceptional condition; £1,350.—27a, Pembridge Villas, W.11. [1295

1950 (July) Healey 4-str. last standard roadster ex-works, 12,000 miles, one owner, maroon/beige leather, regularly serviced and tuned, Crypton report available, condition comparable to 6,000 miles use, cannot fail to pass any inspection; £1,600 or exchange and cash adjustment considered, seen London.—Box 4522, or A. T. Clarke, Uplands 4617 after 7 p.m. [9142

Healey Cars Wanted

HEALEY saloon, drop head, or tourer urgently required.—Bartlett, 27a, Pembridge Villas, W.11. Bayswater 0523. [1301

HILLMAN 10

DICKS.

1948 Hillman Minx drop head foursome coupe, attractive car, superb condition; £825.

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1947 Hillman Minx saloons, choice of four; from £700.

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CAR MART, Ltd.

1950 Hillman Minx Phase IV saloon heater, 9,000 miles; £1,095.

1948 Hillman Minx Phase II saloon, 12,000 miles; £775.

1948 Hillman Minx Phase II drop head coupe, 13,000 miles; £865.—Car Mart Ltd., 150, Park Lane, W.1. Grosvenor 3434. [2571

BROADWAY MOTORS offer:—

1948 Hillman Phase II saloon, pastel green, mileage 14,000, in excellent condition throughout; £865.

BROADWAY MOTORS, 16-18, Broadway, Bexleyheath. Tel. Bexleyheath 3591. [2638

H. A. SAUNDERS, Ltd., offer:—

1950 Hillman Minx convertible 4-seater d.h. coupe, black with red leather upholstery, 12,000 miles; £1,125.

836—842, High Rd., N.12. Hillside 0024 [2153

GLANFIELD LAWRENCE offer:—

1950 (mid-August) Hillman Minx Phase IV, 12,000 miles, black with brown leather, unmarked and beautiful specimen; £1,100.—407, High Rd., N.12. Finchley 0091. [2613

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1949 Hillman Minx Mark IV, 1950 series, finished green with brown leather, 8,900 miles, very carefully maintained; £1,045.

ALSO a good selection of genuine low mileage cars, offered with our three months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., five mins. from Marble Arch). Pad. 1820. [2167

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, black, red leather, 7,000 miles.

1950 Hillman Minx Mark IV saloon, dove grey, red leather, 7,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2772

PALMERS MOTORS, Ltd., offer:—

1946 (September) Hillman Minx coupe, excellent condition, £650; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890. [2622

WADDINGTON MOTORS, Ltd., offer:—

1940 Hillman Minx saloon, taxed; bargain, £450.—Fortune Green Rd., N.W.6. Ham. 2211. [6980

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HILLMAN 10

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Hillman Minx, mileage 20,000.

1949 Hillman Minx, mileage 10,000.—Tel. Radlett 6167 and 5849.

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1949 Hillman Minx saloon, green, 21,000 miles, excellent condition; £925.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 5658. [2579

GORDON CARS (LONDON), Ltd.—1948 Hillman P.II saloon, grey, 6,000 miles.

GORDON House, 373, Euston Rd., London N.W.1. Euston 6611. [2477

1946 Hillman Minx, one owner, overhauled; £650; terms, exchanges, etc.

WITHAMS MOTORS, Ltd., 10, Balham Hill, S.W.12. Battersea 5380/3789. [2288

EXCEPTIONALLY smart 1950 Hillman Minx, black, red interior, sound engine, good tyres; £595.

BIRKETT MOTORS, Ltd. 695, Mile End Rd., E.3. Advance 1517. [2220

1950 Hillman Minx Phase IV; £925.—C. A. Peto, Ltd., 42, North Audley St., W.1. May 3051. [2793

1948 Hillman Minx saloon, beige, brown leather upholstery, loose covers, heater, one owner; £795.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford E.18. Buckhurst 5766. [6165

1949 Hillman Phase III saloon, black, indistinguishable from new, 19,000 miles; £925.—Box 4796. [2715

1936 Hillman 10 sal., good order, must clear; £325.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [1139

1947 Minx coupe black/brown leather, fitted Ace discs; £715.—L. F. Dove, Ltd., Guildford Rd., Woking 1282. [1113

1934 Hillman Minx 4-door saloon, in excellent condition; £140.—9, Cranley Mews, S.W.7. Kensington 8696. [2256

1939 Hillman Minx saloon, reconditioned engine, colour black, very good condition.—Tel. Sittingbourne 852. [2496

HOLDSTOCK ENGINEERING, Ltd., Canterbury Rd., Sittingbourne, Kent. Tel. 852 and 853.

1950 Series Hillman Phase IV saloon, 9,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 6854/3406. [2131

1946 Hillman drop head coupe, black with brown, nice car; £650.—Central Motors, 14, Harrow Rd., W.2. Pad 0766. [2206

1000 miles.—1950 Hillman Ph. IV saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2444

1949 Minx saloon, Phase III, fawn, 6,000 miles, 5 good tyres, new condition, taxed.—Dr. Parry, Blackpool. Tel. 20766. [1958

1949 Hillman Phase III, 12,000, spare unused, immac.; £905 or nearest.—Martin, 25, Endymion Rd., Brixton, S.W.2. [2531

£185 —1934 Hillman 10, good runner.—Barnes Garage, 515, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mal. 1627. [4555

£395.—Hillman 10, 1938, exceptional mechanically, leather interior almost new, cellulose unmarked; choice 5; many others.

EDMONDS, 2, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.)

1939 Hillman 10 d.h. coupe; £425.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [2851

1938 Hillman Minx saloon, excellent condition throughout; £565.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [2723

1947 Hillman Minx, low mileage; £745.—Hendon Central Garages, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4996

1948 Hillman Phase II saloon, in very good condition; £750.—Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [1218

L. F. DOVE, offer, 1940 Hillman Minx saloon, black with brown, 50,000 miles, good condition; £475.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [1737

1947 model Hillman Minx saloon, in excellent condition throughout, black/brown leather and cloth upholstery; £625.—Haskins, Ladbroke 1158. [7958

OFFORD have available an attractive 1947 Minx coupe, low mileage, several extras, in very nice condition; £745.—154, Gloucester Rd., S.W.7. Fremantle 0051. [1093

1948 Hillman Minx saloon Phase II, 19,000 miles, unmarked; £765.—F. S. Mead (Sales), Ltd., 42, Queen Street, Maidenhead. Tel. Maidenhead 3431-2. [2799

£399—1940 Hillman Minx de luxe saloon, clean condition, identical to post-war model.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1931

1949-50 Hillman Minx Phase IV, beige, with red leather, registered mileage 12,000, very fine order; £965; terms, exchanges.—A. E. Palmer Motors, Ltd., Luton 4212. [2722

£825.—Absolute gift, 1948 Hillman Minx saloon de luxe, guaranteed, small mileage of only 13,000. Don't miss this. 3 months' guarantee, hire purchase, exchanges.

LAMBE OF WOOD GREEN, Finchley Showrooms, 421, High Rd. Finchley, N.12. Fin. 6221. [2904

1938 Hillman Minx drop head coupe, new hood, excellent condition, taxed year; £345; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 122. [2790

£795.—1948 Hillman Minx Phase II drop head coupe, fitted with radio, small mileage, in new condition; terms, exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2861. [2547

1949 Hillman Minx Phase III saloon, one owner, colour black, fitted radio and heater, splendid condition; £955.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0896. [9589

HILLMAN 10

TANKARD & SMITH, Ltd., offer 1937 Hillman Minx saloon de luxe, one owner from new, an exceptional motor car; £365; terms and exchanges.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [2324

1949 Hillman Minx saloon, Phase III, one owner, mist green, in very good condition, leather upholstery, £950; also 1947 Hillman Minx saloon, grey hood covers, very nice car, £725.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [9427

1949 (type III Hillman 10 saloon, one owner, 15,500 miles only, black brown leather and cloth superb condition; £950.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [4579

1946 Hillman Minx drop head coupe, maroon, excellent condition throughout, any exam.; £650.—Seymour & Clements, Ltd., 84, Watford Way, Hendon Central, N.W.4. Hendon 2146.

1950 P. IV Minx, finished black, 18,000 miles; another green, 11,000 miles; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [1530

1947 Hillman Minx saloon, first reg. 1948, colour black, 27,000 miles only, exceptional condition throughout; £795.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 2202. [9047

1950 Hillman Minx saloon, first registered 8.2.50, finished in pastel blue with blue leather upholstery, 11,000 miles, one owner, in first-class condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [2271

1939 coupe, perfect condition, a cherished car that has given faithful service, sound all round, grey cellulose, unblemished; £400 or nearest.—Jepson, Kay St., Blackburn 4393. [2040

1950 Series (Dec., 1949) Hillman Minx saloon, speedometer reading 14,000 miles, finished black with brown upholstery, fitted heater, very good value; £1,095.—Rice Bros. (Horsham), Ltd. Tel. Horsham 500. [2078

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1948 (Sept.) Hillman 10hp Phase II drop head coupe, black with brown hide upholstery, speedo, reading 23,000, definitely as new; £795.—Seldon Rd., Garage, 54, Selsdon Rd., South Croydon, Surrey. Oro. 5470. [1918

425 ens.—Hillman 10, registered 1951, 5-seater Utility, grey, fold flush rear seats, sliding glass windows, rear entrance, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2877

1949 (Feb.) Hillman Minx ph. III saloon, finished attractive pale green, grey cloth, leather trim; mileage 19,000, one private owner, fitted twin Lucas defrosters, spotlamp; tyres good all round, excellent mechanical order; really immaculate throughout; trade enquiries welcomed.

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1938 Hillman 14 de luxe saloon, magnificent; £575; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [2921

£525.—Only one owner since new, has maintained this Hillman 14 literally wrapped in cotton wool, beautiful bodywork, excellent mechanically, really large modern 5-str. car very rare example; choice of another. £465. 3 months' guarantee, hire purchase, exchanges.

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HILLMAN 15

OVERSEAS CARS, Ltd.

1937 16.9 Hillman Wingham cabriolet, superficial damage in front; what offers?

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7473. [2350

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1937 Hillman 20 4-door 6-str. saloon; must sell, unreasonable offer; £225.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [5634

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PHASE II Hillman Estate car, unregistered, rebuilt from mostly new spares, new body, new tyres, etc., 6 months' guarantee, immediate delivery; £685.

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TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars, all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

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ROOTES, Ltd., DISTRIBUTORS

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Low Temple St. (Central 8411.)

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ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108

I NEED post-war Hillman immediately.—30, Rycroft Rd., S.W.16. Tulse Hill 2768 (day). [0759

CASH immediately for good Hillman.—H. F. Edwards, 154, Ot. Titchfield St., W.1. Langham 0012. [2757

ALMOST new Hillman required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0853

CASH buyers of low mileage Hillman Minxes; distance no object.—Hatton's, Lord St., Southport. Tel. 2268. [0732

ALBONE, of Barking, purchase for cash post-war Hillman cars.—103-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0459

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

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MODERN equipment handled by a skilled staff ensures good service.

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HILLMAN repair specialist (30 years), well-equipped works, servicing, reboring and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1163. [0876

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720

FOR Hillman 1936-46 mudguards, running-boards.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0387

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HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1748. [9017

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SALES and service.

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PARIS-RICE sports saloon, late 1939, gunmetal with blue leather, radio, heaters, pass.lamps, stoneguards, foglamps, twin horns, special wheel discs, etc., etc., car in new condition and literally indistinguishable from 1950 model.

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HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [0513

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1938 21hp Hudson drop head coupe, in first-class condition throughout; £495.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [2216

£1200—Hudson 1947 2-door grey saloon, l.h.d. Superb very smooth riding.—Box 4794. [2715

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1939 Hudson 28hp saloon, English-built body, hide upholstery, twin spares, fitted radio, spotless condition; £460.—Potters Bar 4692. [2058

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£265—1937 Hudson 29hp drop head coupe, in excellent condition, an impressive looking vehicle.—Bray Motors, 180-164, West End Lane, N.W.6, Hampstead 6490. [2918

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1950 Hudson Super Six saloon, grey, right-hand drive, actual 1950 show model, radio, heater, demister, air conditioner, genuine 20,000 miles, new tyres, long, low, stylish body, a beautiful motor car with absolute comfort for six, 18-months previously used by managing director of Hudson Motors; £3,000.—Locker, 20-22, Vine St., Hanley, Stoke-on-Trent. Tel. S.o.T. 2611, 5465. [1970

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HUMBER Hawk 16hp, September, 1950, green/brown hide Rootes heater, H.M.V. radio, 10,000 miles; £1,555.

HUMBER Hawk 16hp, 1950 (September), satin bronze/red hide, Rootes heater, 11,000 miles; £1,535.

HUMBER Hawk, 1949 (November), satin bronze/red hide, H.M.V. radio, Rootes heater, moderate mileage, £1,375.

YEOMANS Row, Brompton Rd., S.W.3. Ken. 1106. [2068

CAR MART, Ltd.

1950 Humber Hawk saloon, 9,000 miles; £1,525.

1949 Humber Super Snipe saloon, heater, 12,000 miles; £1,475.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [2572

1949 Humber Super Snipe, black.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [9074

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1948 (March) Humber Hawk saloon, 11,000 miles, black, brown leather and cloth, H.M.V. radio heater and discs; £1,195.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [8562

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1948 Humber Hawk saloon, colour black, one owner, excellent condition throughout; £1,190.

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TOM GARNER, Ltd., offer:—

1950 Humber Super Snipe Mark III saloon, satin bronze with brown upholstery, 2,000 miles only.

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H. A. SAUNDERS, Ltd., offer:—

1949 Humber Hawk saloon, green with brown leather interior, radio, heater, etc., 7,000 miles; £1,545.

836—842, High Rd., N.12. Hillside 0024. [2147

BROOKLANDS for individuality.

1949 Humber Super Snipe, metallic green, as new.

BUY or sell your car at

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GLANFIELD LAWRENCE offer:—

1938 Humber 16 razor edge sports saloon, fitted brand new engine, recellulosed in black, interior furnishings very nice; £725.—407, High Rd., N.12. Finchley 0091. [2614

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1950 Humber Super Snipe 27hp saloon, black, brown leather, heater, 9,000 miles.

1950 Humber Hawk 16hp saloon, black, red leather, radio and heater, 8,000 miles.

1950 Humber Hawk 14hp saloon, satin bronze, red leather, radio and heater, 7,000 miles.

1950 Humber Hawk 14hp saloon, bronze, red leather, 1,500 miles.

1950 Humber Super Snipe 27hp Mark III saloon, black, brown leather, heater, 15,000 miles.

1950 Humber Super Snipe 27hp limousine, satin bronze, fawn leather, 2,000 miles.

1950 Humber Super Snipe 27hp saloon, black, beige leather, radio and heater, 4,000 miles.

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PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1950 (September) Humber Super Snipe saloon, 1951 type, gunmetal grey, grey leather upholstery, 11,000 miles only, fitted H.M.V. Radiomobile; the whole car in outstanding condition in every respect; £1,895.

PHOENIX MOTOR Co. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. [2564

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1949 (May) Humber Hawk Mark III saloon, satin bronze, red leather upholstery, 11,000 miles only, spare unused, an extremely well-maintained car in showroom condition throughout; £1,295.

1950 (October) Humber Hawk Mark IV saloon, big engine, green, red leather upholstery, 12,000 miles only, fitted H.M.V. Radiomobile, Rootes type heater and rimbellishers, exceptional value at £1,595.

PHOENIX MOTOR Co. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. [2565

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Humber Super Snipe, immaculate condition; £1,175; also 1947 model.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [5251

WELBECK MOTORS, Ltd., proudly present another as new pre-war car.—

1937 Humber Snipe sports saloon, in beige with green leather; we consider this car to be the best pre-war vehicle in the country; it is exactly like brand new in every respect; it has had one owner since new and it has hardly ever been used; even Welbeck (famous for incredibly good pre-war cars) have never found quite such another vehicle before—appearance, engine, chassis and equipment are all original and as brand new; £575.

WELBECK MOTORS, Ltd. (Car Sales Division of the World-Famous Car Hire Company), 107, Crawford St., London, W.1. Welbeck 3991. [2787

1946 Humber Hawk 14hp saloon, well maintained; terms, exchanges; £825.

GEORGE NEWMAN & Co., 569, Euston Rd., N.W.1. Euston 4466. [2370

1946 Humber Snipe, mileage 25,000 miles, 5 new tyres, immaculate condition.

HAZLEMERE MOTOR Co. (Waltham Abbey), Ltd., Waltham Abbey, Essex. Tel. Waltham Cross 2275. [2535

1949 Humber Hawk saloon, bronze, red upholstery, 11,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951); and 12, Chelsea Manor St., S.W.3 (Flaxman 8161). [9113

HUMBER

GORDON CARS (LONDON), Ltd.—1950 Humber Super Snipe touring limousine, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Humber Super Snipe saloon, green.—Below.

GORDON CARS (LONDON), Ltd.—1950 Humber Hawk 16hp saloon, bronze.—Below.

GORDON CARS (LONDON), Ltd.—1950 Humber Hawk 14hp saloon, bronze.—Below.

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Humber Hawk saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1948 Humber 16hp Snipe saloon.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [2476

HUMBER Hawk June 1947, black saloon, excellent condition; £865 near.—Jones, Paddington 2715. [2582

1948 Humber Snipe, immaculate condition throughout, mileage 32,000; £1,075.—Box 4539. [9653

1950 Humber Hawk saloon, 9,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 3454/3406. [2129

1949 Humber Super Snipe saloon, black; £1,375.—C. A. Peto, Ltd., 42, North Audley St., W.1. May 3051 [1625

1947 Humber Hawk, black, H.M.V. radio, taxed, low mileage, maintained by Humber dealers; £925.—Below.

1950 (July) Humber Hawk, black, brown leather, taxed, 7,000 miles, one owner; £1,425.—Below.

1949 Humber Super Snipe saloon, black, brown leather, heater, taxed, one owner; £1,325.—R. S. Mead (Sales), Ltd., Queen St., Maidenhead. Tel. Maidenhead 3451-2. [2805

1947 Humber Hawk saloon black with fawn upholstery, fitted radio, low mileage, in beautiful condition; £975.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [2311

1948 Humber Hawk saloon, black, as new; £975.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [1236

1950 Humber Hawk, 10,000 miles, bronze, red leather, equal to new.—Offers to Jackson, 11, Chesterfield Rd., Leicester. [2686

HUMBER 21hp saloon, black, in exceptionally good condition; £750.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [2566

2000 miles.—1950 Humber Hawk Mark IV saloon.—British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Tem. 3588. [2438

1950 Humber Super Snipe saloon, 6,000 miles.—British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Tem. 3588. [2437

1947 Humber Super Snipe, heater and radio, 15,000 miles; £975.—Gavin Fairfax, Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. [2561

1951 model Humber Super Snipe Phase III, mil. 7,000, H.M.V. radio, immaculate; best offer secures.—Truss, 79, Warwick Rd., Banbury. [2675

GOLDERS GREEN, R. A. Saunders, Ltd.—1950 Humber Hawk saloon, green/brown hide, 12,000 miles; £1,555.—144, Golders Green Rd. Spe. 0011. [2100

HUMBER Pullman limousine, latest type, registered 1949 (May), full 7-seater face forward seats; chauffeur kept, nominal mileage only; accept £1,950.

R. WIMBUSH, Ltd., 310, Earls Court Rd., London, S.W.5. Fremantle 8401 [7556

1950 Humber Hawk saloon, gold bronze, red leather, radio, etc., low mileage; £1,400.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [1946

1950 Humber Hawk (16hp), finished in green with red interior, Lamb's Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [2596

1950 Humber Super Snipe drop head coupe, Tickford body, many extras.—Eagle Aviation, Ltd., 29, Clarges St., London, W.1. Tel. Grosvenor 6411. [1652

1948 Humber Snipe 26,000 miles, chauffeur driven, radio and loose covers fitted, regularly serviced by Humber agent; absolutely faultless in any respect; £985.

SIMMONS OF CROYDON, Head Office, 101A, Farnsworth Rd., West Croydon. Tel. Croydon 1587. [9654

1950 Humber Super Snipe Tickford drop head coupe, green, radio, heater, 17,000 miles.—Tickford, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. [2113

£495—1936 27hp Humber Pullman 7-seater, in exceptional condition.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [5621

1950 (August) Imperial saloon, 7,000 miles, black, beige upholstery, perfect and as new in every way.—Beardmore Service, 28, Queensway, Bayswater, W.2. Bayswater 0156. [3592

1950 (1951 features) Humber Super Snipe, 8,000 miles, finished in bronze with brown interior.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [2594

1950 Humber limousine, black, radio, heater, chauffeur kept, 20,000 miles; £1,895.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5252 (5 lines). [2255

SEPTEMBER 1949 Humber Hawk, 9,000 miles, one owner, black, with beige upholstery, fitted loose covers, new condition; £1,450; terms, exchanges.—G. S. Hall, Ltd., 502, King St., W.6. Riverside 2881. [2346

1295 gns.—Humber Hawk, October 1949, 4-door saloon, grey, sliding head, fawn leather, built-in head lamps, 1.f.s., H.M.V. radio, heater, one careful owner, exceptional condition; terms, exchanges.—Rowland Smith, below.

3957 gns.—Humber Pullman, 1936, 27hp 7-seater double enclosed limousine, black, front leather, rear cloth, winding division, face forward occasionals, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2578

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

CAMDEN MOTORS.—Humber 21hp new Snipe saloon de luxe, 1949 (July), sheen finished in black with green leather interior, a full five-seater saloon, very fast yet amazing economical, exceptional value at £495.

CAMDEN MOTORS.—Super Snipe saloon de luxe, 1950, immaculate condition with unblemished leather interior, latest type series with steering-column gear change and separate side-lamps etc., sparingly used: £1,495.

CAMDEN MOTORS.—Humber 7-passenger Pullman Limousine, 1936, black with grey interior, widest face-forward accommodation, winding division, etc., excellent condition and eminently suitable for first-class hire operator, £595.

CAMDEN MOTORS.—Humber 7-passenger Pullman Limousine 1939, splendid condition throughout, fitted radio, recently fitted with new tyres, a most attractively priced Humber limousine for the discerning private or professional purchaser: £595.

SEE our quarter-page advert. for further selection of Humber 7-passenger vehicles.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free cata.ogue of 400 cars; hire purchase, part exchanges, fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. from Monday to Saturday. [2549

595 ens.—1940, first regd. 1944, Humber 16.9hp 4-door de luxe saloon, reconditioned engine, exceptional condition throughout; £160 deposit.—George Clarke (Motors), Ltd., 276, Brixton Hill, S.W.2. Tulse Hill 3211. [1707

ROSE & YOUNG, Ltd., offer: 1949 Humber Pullman Limousine, black, one owner, exceptional condition; £1,450.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464.

OCT. 1950 Humber Super Snipe saloon, perfect condition, owner driven, chauffeur maintained, 7,000 miles only; best offer over £1,750; seen 9 a.m. to 5 p.m. or later by appointment, tel. Fri. 6803.—Williams, 31, Englands Lane, N.W.3. [3666

£575.—1940 (May) Humber 21hp new Snipe sun saloon, finished black, blue leather throughout, twin spotlamps, taxed December; post-war appearance, really immaculate condition throughout, guaranteed; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., N.2. E. Finchley Station, N.2. Tudor 2301. [1761

1949 model Humber Super Snipe saloon, in grey, immaculate condition inside and out, this car was owned by Messrs. Humber, Ltd., and has 1950 improvements fitted; £1,395.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677. [1758

HUMBER Snipe 1935 (best year), chauffeur driven, 16,000 miles, pre-war, jacked-up for 6 years, engine run every week, mileage now 48,000, excellent running, requires painting (cheap here); must leave country; reasonable offer.—Motor Yacht "Mabruki," Port Darse Village, Tranche. [1764

1949 (Aug.) Humber Hawk de luxe sun saloon, 15,000 miles only; one owner; finished black, leather-trimmed cloth upholstery, tailored loose covers, H.M.V. push-button radio, twin mirrors, spotlamps, taxed December; in really immaculate condition all round, excellent mechanical order; trade enquiries welcomed. **MOTOURISTS (LONDON)**, Ltd., Great North Rd., N.2. E. Finchley Station, N.2. Tudor 2301-2. [1760

LIMOUSINES 1946/1947, partition, widest occasionals, black, exceptional carriages, carefully maintained, certified mechanically reasonable cost.

6000 miles only, Limousine, 1946 delivery, black, delightful condition, one owner.

1949 Limousine, Phase II, 15,000 miles, one owner, excellent, seen.

ALPE & SAUNDERS, Ltd., Providence Court, North Audley St. Mayfair-2941. [2278

Humber Cars Wanted

ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St., (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Picadilly, W.1. Tel. Grosvenor 3401. [0108

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

I NEED post-war Humber immediately.—Fortune, 35, Cambridge Rd., Wanstead, E.11. [0750

CASH buyers of low mileage Humber Hawks distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0793

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2418

BIRMINGHAM and Midlands.—Low mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46581. [0553

Humber Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Humber spares, sales and service.—78-79, Pentonville Rd., N.1. Terminus 1001-7 [0363

DE NORMANVILLE gearboxes.—H. & A. Engineering, 85, Grant Rd., Addiscombe 2931. [0780

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories.

INVICTA

BLACK Prince Invicta 4-dr. saloon in black, brown hide upholstery, exceptional condition inside and out, cost over £3,000, will accept £1,295, as space required.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [1736

INVICTA 4½-litre 1936 sports 4-seater tourer, black with red leather, two owners only, maintained regardless of cost, immaculate in every detail, probably the finest example of this exclusive make on offer.—Price and further details from Kidder's Garage, Battersea Rd., S.W.12. Balham 2531. [2037

JAGUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)

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HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0061).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS Ltd., England's Leading Motor Agents. [0097

CAR MART, Ltd.

1950 Jaguar Mark V 3½-litre saloon, radio, heater, 8,000 miles; £2,150.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1191

J. DAVY offers:—

JAGUAR 3½-litre saloon, 1948 (August), black/beige hide, H.M.V. radio, moderate mileage; £1,195.

JAGUAR 2½-litre Mark V saloon, 1950 (March), gunmetal grey/grey hide, 9,000 miles; £2,175.

JAGUAR 2½-litre Mark V saloon, 1950 (April), grey/beige hide, H.M.V. radio, 10,000 miles; £2,175.

YEOMANS Row, Brompton Rd., S.W.3. Ken. 1108. [2089

SLOCOMBES, Ltd.

1949 (September) Jaguar Mark V 3½-litre, grey, red interior, 10,000 miles; £1,625.

SLOCOMBES, Ltd., 36-52, Dudden Hill Lane, N.W.10. Willesden 4869 [2827

COACHCRAFT offer:—

1939 Jaguar 1½-litre saloon, carefully used and well-serviced vehicle, in very superior condition throughout, maintains maker's oil pressure, nearly new tyres, bodywork, leather and chrome very good, taxed, no reconditioning required; available for A.A. or R.A.C. inspection; £495, terms and exchanges.

COACHCRAFT, 8.m Rd., Evesham. Tel. 6339. [2511

TOM GARNER, Ltd., offer:—

1950 Jaguar 3½-litre Mark V saloon, lavender grey with beige leather, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6. [2120

SAUL & SLATTER, Ltd., offer:—

1948 Jaguar 3½-litre saloon, grey with silver hide, black upholstery, discs, in excellent condition throughout; £1,195.—Saul & Slatter, Aldermans Hill, N.13. Tel. Palmers Green 1205/7173. [1814

CHARLES FOLLETT, Ltd., offer:—

1950 Jaguar Mark V 3½-litre saloon, grey, blue hide, one owner, 9,500 miles only, really outstanding condition; £2,250.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936/8. [2452

CHIPSTEAD MOTORS, Ltd. offer:—

JAGUAR 100 late 1939 competition 2¼-litre 2-seater, maintained regardless of expense, engine rebuilt and tuned by Burtonwood and bench tested for 24 hours, 90 m.p.h. in 3rd, whole car in spotless condition, ivory with red leather, probably one of the best examples on the road.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [7990

D. J. SHEPHERD & Co. (ENFIELD) Ltd.

1950 3½-litre Mark V Jaguar, colour grey, blue leather interior, small mileage, showroom condition; £2,175.—D. J. Shepherd & Co. (Enfield) Ltd., 485, Hertford Rd., Enfield. Howard 1631. [5061

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Jaguar 3½-litre drop head coupe, low mileage, a most superb example; £1,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

HEARTS of Kingston, Jaguar specialists, sales, spares repairs.—102, London Rd., Kingston. Tel. Kin 5566

1950 Jaguar Mark V 3½-litre saloon, beige, with brown leather, heater, 12,000 miles; £2,250.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2366. [2215

1939 Jaguar 1½-litre saloon, grey, grey leather, outstanding condition, new tyres, taxed; £625 or near.

BANSTEAD ROAD GARAGE, Ltd., Carshalton Beeches, Surrey. Vigilant 3541. [2623

JAGUAR

GORDON CARS (LONDON), Ltd.—1950 Jaguar 3½-litre Mk. V saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre Mk. V saloon, brown.—Below.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre Mk. V saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 2½-litre Mk. V saloon, green.—Below.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, grey.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [2471

1949 2½-litre Jaguar grey saloon car, Ace Spoke rudio and heater; £1,250.—Frank Porter, 77, London Rd., Derby. [2139

1939 Jaguar 2½-litre saloon de luxe, excellent condition, £595.—Brown's Garage, Loughton (Essex) 4119 (Tube.) [2986

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—North East London main agents, 321, Romford Rd., Forest Gate, E.7. Mary'and 4816-9 [0700

1938 2½-litre Jaguar saloon, suede green, green leather upholstery, an extremely attractive specimen of this model; £495.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 3768. [1710

1947 Jaguar 3½-litre saloon, grey, with blue leather, fitted discs, heater, wireless, very good condition; nearest £985.—Box 4701. [2001

POTTS AUTOMOBILES, Ltd., offer 1947 model 1½-litre Jaguar, radio, heater, discs, etc., recond. engine; £985.—127, Parkway, N.W.1. Euston 2702. [2608

GOLDERS GREEN, H. A. Saunders, Ltd.—1949 Jaguar Mk. V saloon, black/brown hide, 11,000 miles; £1,998.—144, Golders Green Rd. Spe. 0011. [2106

2½-litre 1950 saloon, overhauled May, recondi.ioned engine, three new tyres, all round bills produced; £1,500, no offers.—Orme, 19, Beaufort Gardens, S.W.3. [2376

1947 Jaguar 3½-litre, gunmetal, speedo reads 27,000, nice condition; £795.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2296. [2724

JAGUAR 3½-litre, 1946, 1949 engine fitted, base discs, heater, taxed; £900; Jaguar 1½-litre, 1946, b.ext., taxed, £800.—Lacey, High St., Tempston, Bedford. Tel. 2140. [2403

£1800.—Jaguar 3½-litre MKV silver saloon, H.M.V. radio, genuine'y immaculate and as new.—Fisher, Acorn 0472 or evenings Wentworth 2387. [2469

SPECIAL 1937 Jaguar 2½-litre sports tourer, mechanically excellent, coachwork and tyres very good; £350.—Motoring Motors, 103, High Rd., Uxbridge. Tel. 184 10 a.m.-7 p.m. [1926

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers Ltd., Bridgehawgate Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4807. [0194

1949 Jaguar 2½-litre saloon, grey, red leather, wheel discs, heater, immaculate condition, regularly serviced, one owner.—Adams, 51 Station Rd., North Harrow. Har. 2468. [1689

1949 Mk. V Jaguar saloon, 3½-litre, 11,000 miles, as new black, red leather, seat covers; £1,950.—Beardmore Service, 26, Queensway, Bayswater W.2. Bayswater 1616 [1579

CAMDEN MOTORS.—Jaguar Mark V saloon, 1950, black with brown leather, negligible mileage, heater, radio, etc., an almost perfect specimen of one of the finest post-war cars produced; £1,965.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1952, metallic bronze with fawn leather, fitted discs, passlights and other items of special equipment, good all-round condition; £495.

CAMDEN MOTORS.—Jaguar 3½-litre fourseome drop head coupe, 1939 model, complete mechanical reconditioning by Jaguar distributors this year, fitted new hood, very fine order; £595.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1947, silver with red leather, fitted heater, discs, passlights, etc., one fastidious owner; £1,095.

A LRO choice of three other post-war 2½-litre models from £895.

CAMDEN MOTORS.—Jaguar 2½-litre fourseome drop head coupe, 1950, in beige with fawn interior, loose seat covers, radio, etc., reconditioned engine and gear box fitted six months ago, exceptional condition; £475.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1948, full de luxe special equipment model with radio, heater, discs, loose seat covers, passlights, personally recommended by our own sales director who has been using this car for the past five weeks, outstanding opportunity at £1,045.

CAMDEN MOTORS.—Jaguar 1½-litre sports saloon, 1946 model, with discs, passlights and other items of special equipment, excellent condition, moderate mileage, £595.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, in black with brown leather, original condition throughout except for engine reconditioning last month, specially recommended; £475.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, suede green with fawn leather, fine runner, good tyres; £495.

CAMDEN MOTORS. Jaguar Specialists, Lake St., Leighton Buzzard. Beds. Tel. 2041 (5 lines). Write for post-free catalogue of 400 cars. Hire purchase, part exchanges, free delivery anywhere in the United Kingdom. Fares refunded in full to purchasers from any part of the country. Showrooms open till 8 p.m. Monday to Saturday. [2539

1950 Jaguar 2½-litre Mark V, grey, red leather upholstery, H.M.V. radio, heater, small mileage; £1,995, exchanges.—Taylor Motors, 54, Selsdon Rd., South Croydon. Croydon 2470. [1713

1946 Jaguar 1½-litre saloon, finished in black with red interior, excellent condition, reconditioned engine just fitted; £875.—Grove Garage & Motors, 322, Fore St., Edmonton N.9. Tot. 4866. [2724

1949 (August) Jaguar Mark V 3½-litre saloon, lavender grey, blue leather upholstery, one owner, outstanding bargain; £1,075.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2.

JAGUAR S.S.100 3½-litre 2-seater, late property of an Earl who has spent lavishly to keep it in perfect mechanical condition; £520.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. Prospect 7526. [2766

245 ens.—Jaguar 1937 model, 2½-litre 4-door saloon, black, sliding head, green leather; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2679

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1946 (Nov.) Jaguar 1½-litre saloon, silver grey with red leather upholstery, condition throughout practically unmarked, mileage 28,000; £895.—Dixon's Garage, 134, West Hill, Putney S.W.15. Putney 0596. [1821

1946 Jaguar 3½-litre saloon, gunmetal, cherry red upholstery, splendid condition throughout, factory exchange engine, extras, written guarantee; £875.—London Cars, 592-6 Greenford Rd., Greenford, Middx. Waxlow 2643. [1828

H. F. EDWARDS, offer superb 1947 model Jaguar 2½-litre saloon, black and chromium, brown leather, very fully equipped, beautifully maintained, thoroughly recommended, written guarantee, terms, exchanges.—28, Upper High St., Epsom 9400. [9369

1950 Jaguar Mark V 2½-litre saloon, colour black, brown leather, H.M.V. radio, heater, taxed, genuine mileage only 6,000, this car is indistinguishable from new; £2,150.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [2805

1949 Jaguar Mark V 3½-litre saloon, colour green, green hide upholstery, 14,000 genuine miles since new, immaculate condition throughout, terrific performance, a very desirable car; £1,850, terms, exchanges.—A. E. Palmer Motors, Ltd., Luton 4212. [1593

JAGUAR 2½, 1939, black, green leather, special equipment saloon, reconditioned engine not yet run in, 5 practically new tyres, fitted black and chrome discs, immaculate, often taken for post-war car; £595.—T. D. Dennis High St., Ashwell, Herts. Tel. Ashwell 256. [9204

JAGUAR 3½-litre, 1948, suede green, chromium disc wheels, heater, air conditioning, defroster, etc., radio, one owner, chauffeur driven, immaculate showroom condition, regularly serviced at Henlys; £1,500.—Tel. Abbey 5751/2 or Sunbury-on-Thames 3563 after 7 p.m. or at week-ends. [9130

£645.—Magnificent Jaguar 3½-litre sports saloon, only this vehicle is identical with post-war model worth £1,350, it performs magnificently, bodywork is spotless, this vehicle has been meticulously maintained and is very rare example, choice also 100 mile an hour sports 2-str., £625; also 2½- and 3½-litre saloons; 6 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2899

TANKARD & SMITH, Ltd., offer 1939 Jaguar 3½-litre 100; this car has been the property of an enthusiast who has maintained it quite regardless of cost; the performance is staggering, but in traffic it handles as easily as a light car; full road equipment, all in first-class condition; extras include cycle-type front wings, racing screens, racing hood, etc.; taxed end of year; any trial or examination; £625; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—196, King's Rd., S.W.3. Tel. Flaxman 4801-3. [2530

Jaguar Cars Wanted

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477) Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141.)

MANCHESTER.—1-5, Peter St. (Blackfriars 7843.)

HENLYS, Ltd., England's Leading Motor Agents. [0028

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041.

COOMBS & SONS (GUILDFORD) Ltd.

URGENTLY wanted, good condition post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62407. [0243

CASH immediately for good Jaguar.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2758

MARSTON MOTOR Co., Ltd. for your Jaguar.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage 1½-litre Jaguars, distance no object.—Haltons, Lord St., Southport. Tel. 2268 [9794

BRITISH & COLONIAL MOTORS, Ltd., require good Jaguar cars.—Upper St. Martin's Lane, W.C.2. Tem. 5568. [2420

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Jaguar from 1937 onwards, Wembley 8691-2. [0962

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. Main Dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 1205/7173. [9485

CLARKE & SIMPSON wish to purchase the best post-war examples.—73, 79, Cadogan Lane, Sloane Square, London, S.W.1. Tel. Sloane 4727. [0564

ROSE & YOUNG Ltd.—Mark V Jaguar urgently required, 65-67, Strathdon Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182. [8481

Jaguar Spares and Service

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford (Ealing 5477).

SPARES and replacement engines for all models.

SAND at Manchester. Cheetham Hill Rd. Deansgate 6216-7

QUICK completion of repairs. [0563

PEERLESS MOTORS, Ltd. main dealers for Buckinghamshire.—Jaguar spares; replacements units and repairs facilities.—Bath Rd., Slough. Tel. 22894. [0430

R. P. POWELL (MOTORS) Ltd., East London distributors for Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9.

Jaguar Spares and Service

SAUL & SLATTER, Ltd., 44/46, Aldermans Hill, N.13. Full stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Pal. Grn. 1205/7173. [9484

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719

JEEP

JEEPS Army standard khaki from £190; leaflets on request.—Grant Motors, 122, The Avenue, N.W.6. [4204

1950 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. [0619

UNREGISTERED ex-W.D. Jeep, perfect, complete, guaranteed; £285; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631.

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4, Chiswick 5013, 0621.

JEEPS, right or l.h.d. range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0620

UNREGISTERED (ex-W.D.) low mileage Jeep, good condition throughout; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [3564

JEEPS.—Autowork, Ltd., Winchester, principal Jeep specialists, Jeeps, trailers, long chassis utilities; spares, exchange units.—Station Hill, Winchester. Winchester 4834/5406.

METAMETS 12 Jeep conversions retain all advantages of Jeeps, yet offer comfort of luxury sports car; 6 months' guarantee, over 20mpg, optional commercial registration.—100b, Belsize Lane, N.W.3. [0537

175 gns.—Jeep (Ford), registered December, 1946, grey, spare wheel and hood, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Ron and Smith, Hampstead (Hampstead Tube) Hampstead 6041. [2880

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange p.an engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0033

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter small or large quantities.—Wick Autos (see under Jeeps). [0366

METAMET for all Jeeps, spares, exchange unit service, expert Jeep repairs, to order spares 'phone Hampstead 6231.—100d, Belsize Lane, N.W.3. [0539

JOWETT

HMB

BENTLEY & PARTNERS, Ltd.

1949 Javelin de luxe saloon, in turquoise blue, with H.M.V. radio, fully reconditioned; £1,045.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [9704

CAR MART, Ltd.

1948 Jowett Javelin saloon, radio, heater, 6 months guarantee; £965.—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212. [1192

BASIL ROY, Ltd.

1950 Javelin de luxe saloon, radio and heater, tax paid, condition as new; £1,125.—161, Great Portland St., W.1. Langham 7735. [1264

H. A. SAUNDERS, Ltd., offer:—

1950 Jowett Javelin saloon, maroon with beige upholstery, 9,000 miles; £1,525.

836—842, High Rd., N.12. Hillside 0024. [2157

DENHAM SERVICE STATION, Ltd.,

THE used Javelin enthusiasts offer:—

1950 Javelin de luxe saloon, maroon, beige hide upholstery, recorded mileage 12,000, fitted H.M.V. push-button radio.

1950 Javelin de luxe saloon, blue, beige hide upholstery, recorded mileage, 11,000, fitted radio.

1950 Javelin de luxe saloon, recorded mileage 8,000.

1950 Javelin standard saloon, beige, beige cloth upholstery, recorded mileage 10,000.

1949 Javelin de luxe saloon, black, beige hide upholstery, recorded mileage 12,000.

1949 Javelin de luxe saloon, blue, beige hide upholstery, recorded mileage 18,000, fitted radio.

1949 Javelin de luxe saloon, beige, beige hide upholstery, recorded mileage 24,000.

THE above cars can be seen and tried at our showrooms subject to being sold.

DENHAM SERVICE STATION, Ltd., Oxford Rd., Denham, Bucks. Tel. Denham 2266. [2642

GORDON CARS (LONDON), Ltd.—1949 Jowett Javelin de luxe saloon, green.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [2475

1949 Javelin 1½-litre saloon, low mileage, as new, guaranteed; £1,150.

G. W. WILKIN, Ltd., 1 Weston Park, Kingston-on-Thames. Kin. 2241. [2160

JOWETT and Javelin main agents, spare and specialised service.—Gulliver-Fisher Ltd., Northwood, Middx. Tel. 777 (4 lines). [0412

1949 Javelin de luxe, black, modified to 1951 standard, 9,000 miles, showroom condition; £1,150.—Penn 2356. [9874

1949 (March), black, beige, heater, radio, spotlight, remarkably fine condition; £1,075.—Pollard, Laburnum 4455. [9861

JOWETT

JAVELIN 1949-50 1½-litre de luxe black saloon, 11,500 miles, one owner, extras, showroom condition, £1,025.—Williams, Tel. Eal. 3945. [2918

1950 (May) Javelin de luxe saloon, turquoise blue, heater, low mileage, 3 months' warranty; £1,250.—Wimbush & Co., Abbey 6896. [6630

1949 Javelin saloon de luxe, latest type reconditioned engine fitted, desert sand with beige leather upholstery, car in faultless condition; £1,075.

1950 model, registered 1949, Jowett Javelin saloon de luxe, colour black, beige leather upholstery, showroom condition, any trial; £1,125.

GEORGE FITT MOTORS, Ltd., Whitstable 2244. [1978

1949 Jowett Javelin de luxe saloon, black/beige leather, 16,000 miles, hea.er, factory maintained, one owner, car in beautiful condition throughout; £1,095; also

1948 Jowett Javelin de luxe saloon, black/red leather, engine reconditioned, radio, heater, good tyres, very clean condition throughout; £1,065; also

1948 Jowett Javelin de luxe saloon, golden sand/fawn, fitted with louse covers, radio, heater, spot lamps, engine rebuilt, not yet run-in, car fitted with caravan towing attachment; £1,025.

THESE cars are open to any qualified engineer's inspection and carry a three-month written guarantee.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [9974

JAVELIN, late 1950, gunmetal grey, de luxe model, heater, 4,000 miles only, absolute showroom condition; £1,500 or nearest offer.—Robbe.ux Co., Tel. Sloane 4021-4065. [2507

1950 Javelin de luxe model, low mileage, original tyres as new, exceptional condition, guaranteed; £1,150.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [2626

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0308

JOWETT Javelin 1949 de luxe saloon, turquoise blue, H.M.V. radio, heater, fog lamp, maintained regardless cost, immaculate, guaranteed mileage 32,000, engine completely overhauled, one owner; £995.—Phillips, 44, Sunnyhill Rd., Sutton Coldfield. [2183

NAYLOR & ROOT, Ltd.—1949 Jowett Javelin de luxe saloon, suede green, radio and heater, really attractive; £1,125; six months' guarantee; choice of 100 quality cars; demonstra.ions free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [2366

UNIQUE opportunity, late 1938 de luxe Jowett 8, in grey, enthusiast owned, its superb condition inside and out creates interest everywhere, mileage 25,000 guaranteed, fitted 1939 modifications, oil filter, new battery, new tyres, reversing lamps, new tyres unused, maintenance bills available; £395.—156, Village Way, Beckenham 6459.

FOR Javelins, Jupiters, Bradford Utilities and vans and everything to do with Jowetts, come to Clarke's of Pirbright, automobile engineers between Woking, Aldershot and Guildford. The Jowett centre for the south. 24-hour day and night service with factory trained mechanics available for Jowett owners. Spare parts for all models. Always at least six guaranteed reconditioned used Javelins of varying year and colour in stock. Also Bradford Utilities and vans.—Clarke's of Pirbright, Pirbright Surrey. Tel. Brookwood 2201-2-3. [0522

Jowett Cars Wanted

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0954

COLLIVER-FISHER, Ltd., will always buy a Javelin.—Northwood, Middx. Tel. 777 (4 lines). [0300

DENHAM SERVICE STATION, Ltd., the used Javelin car enthusiasts, wish to purchase immediately:—

1950 de luxe Javelins.

1950 standard Javelins.

1949 de luxe Javelins.

1948 de luxe Javelins.

SEND fullest particulars now to Denham Service Station, Ltd., Oxford Rd., Denham, Bucks. Tel. Denham 2266. [5658

ALMOST new Jowett required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4468. [0852

WIMBUSH & Co. wish to purchase Jowett Javelins and Bradfords.—Abbey House, Victoria St., S.W.1. Abbey 6896. [3510

LOW-MILEAGE Jowett Javelin saloon de luxe.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [7508

RAYMOND WAY, the hire-purchase specialists, are still buying Jowetts and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0863

Jowett Spares and Service

NEWNHAMS, Ltd.

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415

MILESTONE'S (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch trade or private.—Tel. Erith 2469, 2639. 508 Erith Rd., Bexleyheath. [0571

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009

CROYDON.—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—228, 234, London Rd., Croydon, Cro. 3641 [0463

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jowett Spares and Service

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and main agents; over 28 years' Jowett experience, spares and service. [0759

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [0879

KAISER FRAZER

SIMPSON'S MOTORS offer:—

1948 9 Kaiser Frazer saloon, fitted with heater, colour coral sand.—For full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 6691/2. [7994

LAGONDA

CAR MART, Ltd.

1938 Lagonda V.12 4¼-litre drop head coupe, 6 months' guarantee; £1,675.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1187

SIMPSON'S MOTORS offer:—

LAGONDA V.12 limousine, believed 1940 model, first registered 1950, £10 tax, engine dismantled, body-work needs attention, best offer.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 6691/2. [7999

BROOKLANDS for individuality.

LAGONDA distributors; latest models for demonstration.

1950 Lagonda saloon, maroon, serviced and maintained by makers.

1939 Lagonda 12-cylinder Rapide coupe, Sanction II engine, black.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351/6. [2657

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6652 (5 lines). [0264

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Lagonda 2.6-litre coupe.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5256

PERFORMANCE CARS, good selection always available written guarantee.—See under Sports Cars. [7659

1938 Lagonda L.G.6 drop head coupe, maker's overhaul, splendid condition, London.—Box 4782. [2708

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.) offer:—

1933 16/60 tourer, grey and red, engine overhaul splendid condition.

1933 16/60 saloon, black and brown, well maintained throughout.

1934 4½-litre saloon, grey, exceptional chassis and coachwork condition.

1937 4½-litre Rapide sports tourer, grey and red, very fast and attractive car.

1939 4½-litre L.G.6 independent suspension saloon, series 4, latest type engine, car meticulously serviced.

1939 4½-litre L.G.6 independent suspension saloon, chassis overhauled, chromium replated, car to be repainted in colour to choice.

DAVIES MOTORS, Ltd., London Rd., Staines. Tel. 2457-8-9 or (private) Walton 1562. [0287

1936 4½-litre pillarless saloon Lagonda, Type L.G.45, black/brown hide, engine overhauled, in perfect condition; £595.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3178. [2252

BARTLETT.—Lagonda 12-cylinder short chassis 100 m.p.h. drop head coupe, latest modifications, perfect condition; £1,650.—27a, Pembridge Villas, W.11. Bayswater 0523. [1295

LAGONDA V12 foursome drop head coupe, finished in metallic grey, with red leather upholstery, first registered March 1939, small mileage and maintained regardless of cost.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 807. [2273

1940 Lagonda 12-cylinder short-chassis sports saloon, Sanction II engine, magnificent condition, faultless history; £1,795.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [2200

1195 gns.—Lagonda V.12, 1940 (reg. August, 1945), medium chassis de luxe 4-door saloon de ville, dark blue, sliding head, blue leather, Ace discs, built-in jacks, Dunlop tyres, very carefully used, exceptional condition, cost £1,625; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2881

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0908

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.) for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273 London Rd., Staines. Tel. 2457-8 or (private) Walton 1562. We are open on Saturday mornings. [0217

LANCHESTER

DICKS.

1939 Lanchester 14 saloon, fitted synchromesh gear box, attractive; £495.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6688-9. [9429

1937 Lanchester 14 sports saloon de luxe, excellent condition, photographs, seen Sheffield; £390.—Box 4790. [2710

LANCHESTER

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 10hp saloon (1948), black, with fawn cloth, in excellent order throughout; £1,095.

LANCHESTER 18hp saloon with division (1935), recent extensive overhaul by Lanchester Motor Co.; £525.

40 Berkeley St., W.1. (Mayfair 4404.) [2133

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0545

£145.—1953 Lanchester 10hp 4-door saloon, an excellent runner, in original condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2919

LONDON CARS offer 1939 Lanchester 14hp Roadrider saloon, black, red leather, low mileage, superb condition vehicle, guaranteed, £725; 1937 Lanchester 14hp Roadrider, saloon, immaculate, reconditioned engine, guaranteed, £425.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [2624

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

LONDON CARS require good used 11/14hp Lanchester saloons, later models preferred; traders also please note.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [4108

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Pre-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

PRE-SELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0146

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0689

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252/3.

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

FIRST-CLASS examples are becoming increasingly scarce, but one or two excellent Aprilias are usually available.

EXCHANGES, deferred terms.

173 Westbourne Grove, W.11. Bay. 4274. [2415

1939 (July) Lancia Aprilia saloon, blue and silver, reconditioned at works; £925.—Wimbush & Co., Ltd., Abbey Hill, [1575

LANCIA Astura 4-door saloon, maintained regardless of cost, excellent condition; £575.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [9494

1937 Lancia Dilambda, very elegant Farina pillarless 4-door saloon, £600 overhaul at Lancias recently completed; £475.—Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [7469

LANCIA Aprilia, June 1937, pillarless saloon, colour blue, recent overhaul to suspension, universals, steering and engine, new battery, upholstery, carpets and headlining, taxed; £595.—Hotchkis & Brown, 2, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 7487 and 6479. [2640

1938-9 Lancia Aprilia pillarless saloon, beautifully refinished in silver/grey with the unique feature of twin sunshine roofs, this car has all 1939 modifications including wheels complete with all new Michelins, Hardy/Spicer conversion rear axle, British type timing gears and chain and running boards, rear suspension completely overhauled and fitted new Telediaulics and springs, interior upholstered in grey leather with best quality fitted Wilton carpets to match, twin new chrome spotlamps, twin Windtone horns, demister, Fram oil cleaner, original and full kit of tools and instruction books; this car is the personal property of the manager and has been lavished with every care and attention, undercarriage cleaned and painted with Bitumastic regularly, without doubt one of the most attractive Aprilias in England, taxed yearly; £695; terms and exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6. Tel. Pen. 3457. [2248

Lancia Cars Wanted

WANTED, 1939 Lancia Aprilia, private sale preferred.—Box 4781. [2707

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2593. [0543

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508

JOHN S. TRUSCOTT, Ltd., urgently require low mileage really well-kept Lancias.—173, Westbourne Grove, W.11. Bay. 4274. [4616

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2074-5. [0077

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0520

LEA-FRANCIS

BROOKLANDS for individuality.

1949 Lea-Francis sports 2-str., metallic blue, small mileage, exceptional.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351/6. [2656

1950 (May) Lea-Francis estate car, 11,300 miles.—Boshier & Pattenden, Ltd., Chapel Field Rd. Garage, Norwich. Tel. Norwich 24184/5. [3072

LEA-FRANCIS

CHARLES FOLLETT, Ltd., Sole Distributors, London and Home Counties offer:—

1950 Lea-Francis 14hp streamlined sal., I.F.S., two-tone metallic green, 16,000 miles, in magnificent condition; £2,050.

1950 Lea-Francis 14hp saloon, I.F.S., maroon, maroon leather, 16,000 miles, serviced and guaranteed, a specimen car, £1,565.

1948 Lea-Francis 14hp sal., black, beige hide, one owner, 17,000 miles only, serviced and guaranteed; £1,125.

1947 Lea-Francis 14hp saloon, grey, one owner, completely overhauled by our own works, exceptional condition, guaranteed; £1,050.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936/8. [2450

1948 3,000 miles only Lea-Francis sports 2/4-seater, maroon, all-over tonneau cover, rim-bellishers, spare unused, an exceptional car.

RIPPON, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [3266

1950 (March) Lea-Francis 2½-litre saloon, blue, beige hide, heater and radio, 27,000 miles.—Boshier & Pattenden, Ltd., Chapel Field Rd. Garage, Norwich. Tel. Norwich 24184/5. [3073

1950 (March) Lea-Francis 2½-litre saloon, duo green, beige hide, heater and radio, 11,000 miles.—Boshier & Pattenden, Ltd., Chapel Field Rd. Garage, Norwich. Tel. Norwich 24184/5. [3074

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SOFFICIAL Lea-Francis London Service Station Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0332

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0596

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln from 1937 onwards. Wembley 6691-2. [0609

MASERATI

WE offer two Maserati 5-litre, double camshaft, supercharged single-seater racing cars; both cars in superb order and complete with innumerable spares, wheels, etc.; fullest particulars and keen prices to genuine buyers.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951 After 6, Tulse Hill 4755. [1533

MERCEDES

1938 series Mercedes 540K Cabriolet B (right-hand steering), now being checked by Messrs. Mercedes where it can be inspected; paintwork is dull hand wear only; will accept £475 for immediate sale.—Harry Martin, 25, Devonshire Place Mews, London, W.1. [1424

MERCEDES 38/250 open 4-seater sports exceptionally fast in magnificent condition throughout, must be seen to appreciate; photo of engine enquiry; £425, or near offer.—Tel. business hours Mitcham 3592, 9, Hawthorn Rd, Wallington. Wallington 6099, after seven. [2797

CHIPSTEAD MOTORS, Ltd., the Mercedes specialists, offer.—We have a number of supercharged 540K models on our books, including 2-seater drop heads, fourseater drop heads, coupes, streamlined open 4-seaters, etc.; details on application.—197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [4007

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1938 Type 230 20hp 4/5-str. cabriolet with Continental coupling. Victoria 8715. [1795

1938 Mercedes-Benz 540K d/h coupe. Mercedes checked. Also:—

1937 Mercedes-Benz 500K, both in superb condition; exchanges, terms.

SWANMORE GARAGE, 1176, Christchurch Rd., Bournemouth. Bos-combe. Southbourne 1022. [2137

Mercedes-Benz Cars Wanted

CHIPSTEAD MOTORS, Ltd.—Service and overhauls carried out by experts.

CHIPSTEAD MOTORS, Ltd., always buy good Mercedes.—Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. Flaxman 0052. [9618

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144 [7008

MERCURY

1949 model Mercury Special 8 6-seater drop head coupe (convertible), equipped with every possible luxurious refinement that can be embodied on a post-war American car, including Hydraire, electrically operated hood and window lifts, push-button controlled, even the adjustment of the seats being electrically controlled, body styling of super modern design being the same as the current production model, interior sumptuously fitted out with all usual extras, built-in radio, heater, concealed interior lighting, special passlights, nylon loose seat covers, de-misting, de-icing, etc., total recorded mileage 11,200, but the whole car is in such superb condition that the mileage might easily be taken for a much lower figure, Whitewall tyres practically as new; for further details and photographs, which will be sent to genuine prospective purchaser, write or 'phone

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [2568

M.G.

M.G. Magna, red, 2-seater, outstanding appearance, all-weather equipment, sound runner; £200.—Box 4650. [1966

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

DICKS.

1940 M.G. 2.6-litre sports saloon, superior condition, £595.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6854-9 [9455

CAR MART, Ltd.

1949 M.G. T.C. 2-seater, 6,000 miles; £895.

1947 M.G. T.C. 2-seater, 13,000 miles; £795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [2573

RIPCO, Ltd., offer:—

1950 M.G. T.D. 2-seater, blue, beige leather, radio, all-over tonneau cover, 1,000 miles only.

1949 M.G. T.C. (October), red, red leather, a one owner car, immaculately maintained throughout its small mileage; another finished in green. THE above and many other small-mileage used cars are inviting your inspection at Ripco, Ltd., 16, Albemarle St., Mayfair, W.2. Regent 2952-3-4. [2260

CARR BROS offer:—

1934 M.G. "P" Midget 8hp 2-seater sports, excellent condition throughout; £255.

CARR BROS. GARAGES, Ltd., Purley. Uplands 4811-2-3. [2620

NORMAN MOTORS offer:—

1938 1½-litre M.G. saloon, super condition; £495.—346-354, London Rd., West Croydon, Thornton Heath 4057. [2229

WOODBAIN CARS offer:—

£215—M.G. 8hp J2 open sports 2-seater, red.

£200—M.G. 8hp J2 open sports 2-seater, black

£210—M.G. 8hp J2 open sports 2-seater, cream.

£85—M.G. 1939 14/40 Mark IV open 4-seater, black.

MANY other M.G.s in stock, including Magnettes P-types, etc.

TERMS.—Woodbain Cars, The M.G. Specialists, 6 & 10, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9455. [2559

CYRIL SHEPPARD offers:—

1949 M.G. TC, 17,000 miles only, one owner, log kept since new, unmarked; £795.—102, Kings Rd., Reading 2712. [2606

ROSE & YOUNG, Ltd., offer:—

1950 M.G. 1¼-litre saloon, low mileage, immaculate condition, almond green; £1,225.

1950 M.G. TD 2-seater, low mileage, immaculate condition, black; £945.

1949 M.G. TC 2-seater, low mileage, red; £745.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [9042

WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1¼-litre saloon, duo green, beige leather, heater, 6,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1919

BROOKLANDS for individuality.

1950 M.G. 1¼-litre saloon, metallic green, speedometer reading 4,000.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8551-6. [2659

PARADE MOTORS (MITCHAM), Ltd., offer

1937 M.G. T.A. 2-seater cream recon. eng. all nearly new tyres, £395.

1940 M.G. T.B. 2-seater, green tonneau cover, wireless, many extras; £525.

PARADE MOTORS (MITCHAM), Ltd., 66/67, Monarch Parade, Mitcham. Tel. Mit. 3392. [1430

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 T.C. M.G., colour black, green leather upholstery, excellent condition; £825.

1949 M.G. T.C. sports, colour black, beige leather upholstery, mileage 6,500, immaculate condition; £895.—D. J. Shepherd & Co. (Enfield), Ltd., Hertford Rd., Enfield. Howard 1631. [6137

£375—1937 M.G. 2-litre sports saloon, black, red hide, unrepeatable.—Below

£495 —1939 M.G. 2-litre drop head coupe, maroon and royal blue, beautiful condition throughout, taxed.—Below

£299 —1936 model M.G. P.B. Continental sports 2-door coupe, a much sought after model, good runner, good tyres, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8655

BEARTS, of Kingston, M.G. specialists, sales, spares & repairs.—102, London Rd., Kingston. Tel. Kin 3348

PERFORMANCE CARS.—Good selection always available, written guarantee; see under "Sports Cars." [7662

1950 T.D. M.G., 6,000 miles, fitted radio; £950.—John Alcock Walley St., Biddulph, Stoke-on-Trent. [2505

1939 M.G. 1¼-litre tourer, excellent condition, one owner; £550.—Carke, Moorhouse, Westerham. [2512

1948 T.C., 21,000, excellent condition, radio, luggage grid, many extras; £650.—Bis. 7122 after 7 p.m. [2613

£295—M.G. PB 1936 open 2-seater sports, excellent engine, good tyres, full equipment; many o.hers.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.) [1992

£365—2-litre M.G., 1937 4-door de luxe saloon, spotless condition, any trial.—C.A.P. Motors, Reliance 2895-6 [9756

1950 M.G. 1¼-litre saloon, 3,000 miles.—Green & Zonis, 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [2758

M.G.

1948 (Sept.) M.G. T.C., cream, excellent condition; £750 or offer.—Kay, 7, College Place, N.W.1. Euston 3518. [1957

1950 (Sept.) M.G. 1¼-litre saloon, 13,000 miles, spare unused.—Autowork, Ltd., Winchester. Tel. Winchester 4854/3406.

JARVIS & SONS, Ltd., offer 1949 M.G. model T.C., green, 10,000 miles only, £975.—Morden House, Morden Rd., S.W.19. Liberty 4856. [2619

1947 M.G. T.C., very carefully kept by one owner who requires quick disposal, colour green, 16,000 miles.—Alves, 115, Bath St., Rugby. [2677

1949 (December) M.G. T.C. 2-seater, guaranteed mileage 7,000; £795.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0515. [2251

1939 M.G. TA, black, original cellulose, excellent condition throughout, bargain; £425; Swedish visitor returning home.—Riverside 7664. [2665

1947 M.G. Midget, low mileage, very nice condition; £695.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [7642

ARCHIE SIMONS & Co., Ltd., 1948 M.G. T.C. 2-seater, colour cream, green upholstery, showroom condition; £725.—94, Gt. Portland St., W.1. Lan. 1543. [2648

£400—M.G. 1937-38 T.A. 2-seater, engine overhauled, recellulosed red, new tyres, twin spotlights.—42, Walton Rd., Harrow, Middx. Underhill 0653. [2582

1937 (July) M.G. 18/80 sal., very smart, good mechanical condition, taxed and insured, good tyres, all tools; £525 o.n.o.—136, Burton Rd., Derby. Tel. 45614. [2192

1939 M.G. TA Saloon-Tickford drop head, fitted radio superb mechanical condition, bodywork and upholstery, very reasonable condition throughout; £425.

SIMMONS OF CROYDON, 101a, Tamworth Rd., West Croydon. [2736

1939 2-litre black saloon, total mileage 60,000, one owner, recently rebuilt engine, mechanically excellent, any trial at Dwights Garage, High St., Berkhamsted, £435. [2696

£1095—M.G. 1¼-litre saloon, 1949, immaculate condition, black cellulose with red interior, very nominal mileage and in outstanding condition, attractively priced.—See below.

£1295—M.G. 1¼-litre saloon, 1950, a really classic example of this series, beautifully finished in gleaming red cellulose with fawn leather interior, extras include H.M.V. push-button radio, link type protective matting, etc., fastidiously driven and owned over a nominal mileage only.

£995—M.G. 2-seater 1950, latest production T.D. model, engine modified to stage 2 standard with 1¾-in intake carburettor, special large type valves, double return springs, immaculate cream with green leather, genuine 9,000 miles only, unusually superb condition.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for most-free catalogue of 400 cars. Hire purchase part exchanges. Fares refunded in full to purchasers from any part of the country. Free delivery anywhere in the United Kingdom. Showrooms open till 8 p.m. Monday to Saturday. [2552

595gns.—M.G. Midget (Sept., 1946) 11hp T.C. 2-seater, black, green leather, good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith.—Below

345gns.—M. G. Midget, 1935, 8hp P Airline coupe, black, sliding head, red leather, carefully used, excellent condition; terms exchanges.—Rowland Smith.—Below

195gns.—M.G. Midget, 1933, 8hp J2 2-seater, red, very good condition; terms, exchanges.—Rowland Smith.—Below

125gns.—M.G. Midget, 1931 model, 8hp sports 2-seater, black, good tyres, very good condition; terms, exchanges.—Rowland Smith.— Below.

595gns.—M.G. 1939 2.6-litre 4-door sports saloon, black, sliding head, leather, carefully used, excellent condition; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041.

MAYFAIR GARAGES, Ltd., July 1947, "TC" sports 2-seater, black, beige leather, nominal mileage, smart car, in first-class condition throughout, 3 months' guarantee; £595.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104/5. Open 9—6. Sats 9—12. [6976

1947 M.G. 2-str., one owner colour maroon, very clean inside and out; £695, several others in stock.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 5677/8 [6488

£295—M.G. 2-litre sports saloon de luxe, 1937, black with red leather interior, new tyres recently fitted, excellent performance, absolutely outstanding and unrepeatable value.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Hire purchase, part exchanges. Free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [2556

CHIPSTEAD MOTORS, Ltd., 397, Fulham Rd., S.W.10. Kensington 1020.—1947 T.C. 2-seater, reconditioned engine just fitted, gunmetal with red wheels, car as new.—Maxman 0052. 7215, 7154. [9253

£250—J.2 1934 model, black, silver wheels, mechanically excellent, new tyres, wheels respoked, etc., bills for over £60.—Western Garage, Coinbrook-By-Pass, Bath Rd., Middx. Tel. Colnbrook 3106. [2691

WALTER SCOTT, Ltd.—1937 M.G. 2-litre sports saloon, black, carefully used, very exceptional condition; £475, exchanges, terms.—59, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [9645

£230—M.G. 1¼-litre VA series saloon de luxe, first registered 30/10/41, colour black with ivory leather interior, mileage 56,000, most carefully maintained, export licence from Eire issued.—O'Reilly-Hyland, 19, Sycamore Rd., Mount Merrion, Dublin. [2671

SPECIMEN low mileage M.G. 1938 V.A. 1½-litre 12hp Tickford drop head foursome coupe, private sale, spotless cellulose, chrome, upholstery new hood, tyres, battery, hydraulic brakes, jacks, Luvax dashboard ride control, looks 1948 car, high performance with economy £645.—Box 4789. [2709

M.G.

M.G. P.A. series roadster, recently completely reconditioned, including rebore, new bearings fitted, re-upholstered throughout in blue rexine, new carpets, new mohair hood and sidescreens trimmed to match interior, paintwork excellent, whole car looks like brand new model, can be seen and tried at

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [9640

NAYLOR & ROOT, Ltd.—1950 M.G. T.D. sports 2-seater, red, low mileage, radio; £1,095; six months' guarantee; choice of 100 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [2565

H. F. EDWARDS offer 1949 (June) M.G. T.C. sports supercharged 2-seater, very fully equipped, finished green with red leather, outstandingly attractive car of immaculate appearance with delightful performance, thoroughly recommended; offered with written guarantee; terms, exchanges.—172, Kingston Rd., Ewell, Surrey. Ewell 5101. [9590

£575—M.G. 1¼-litre, 4-str sportsmans saloon, late 1938, black and chrome, cream leather, perfect cellulose and chrome, mechanically perfect, very fast and comfortable, new tyres, twin Windtone chrome horns, new Lucas fog lamp, sunshine roof, completely retrimmed inside, new carpets, Masteradio and chrome aerial, enthusiast maintained, beautiful specimen, taxed, reason for selling, smaller car required owing to limited garage space.—Tel for appt. to View Chertsey 3061. [1701

TANKARD & SMITH, Ltd., offer 1939 M.G. 2-litre saloon, in black with red leather upholstery, obviously owned by a very careful motorist who valued his car, coachwork and interior very much above 1939 average; mechanically very sound; a car which handles beautifully at speeds; extras include radio, pass lights, temperature gauges, etc., taxed; £675; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 8801-5. [2328

M.G. Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase M.G. cars.—520, Euston Rd., N.W.1. Euston 1212. [0966

RROWLAND SMITH'S, the M.G. buyers.—Hampstead 6490. High St., (Hampstead Tube). Ham. 6041. [0948

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—58-52, Dudden Hill Lane, N.W.10. Willesden 4869. [7643

CASH immediately for good M.G.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2745

WANTED, T.D. or late T.C. M.G. for private use.—A. F. Erskine, 24, Commercial Rd., Woking. Tel. 330. [9682

CHILTERN CARS are buyers of all M.G. models.—11a, Water Lane, Leighton Buzzard, Beds. Tel. 2090. [2411

TC and T.D. M.G. 2-seaters wanted.—Ronald Kent (Coachbuilders), Ltd., Coalwharf Rd., Shepherd's Bush W.12. Tel. She. 2251. [9698

APPROACH us first before disposing of your M.G. car.—Tankard & Smith, Ltd., 226-232, High St., N.15. Stamford Hill 3231-5. [2335

RAYMOND WAY, the hire-purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6040 (10 lines). [0965

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C. or T.D. M.G. urgently.—65-69 Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8180. [7974

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [0696

M.G. Spares and Service

UM Ltd.

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St. Mayfair, W.1. Tel. Grosvenor 4141 [0505

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Grange, Chigwell Rd., South Woodford, E.18. Wanstead 2660 [0466

M.G. spares.—New vertical drives, rockers, valves, road springs, front aprons, rear tanks, J2 crankshafts, chromium plated luggage grids, M type clutch plates, prompt and courteous service; see A. & A. columns, new windscreens, and 12 cycle type wings.—DERRINGTON, 159 & 161, London Rd., Kingston 5621-2. [6898

M.G. engine, axle, gear box, reconditioning, recon. exchange blocks, cranks, rockers, valves, drives, dynos., etc., new rocker shafts, bushes, valves, guides, springs, gaskets, wire wheels supplied and repaired, road springs, new and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0433

TOULMIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available, we specialize in rear spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 4401. [0349

MORGAN

CAR MART, Ltd.

1950 Morgan 10hp drop head coupe, 1,000 miles, £975.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [1181

MORGAN Special 2-seater, 1933, perfect, 50 mpg, air-cooled, side-valve; £100, o.n.o.—Jordan, 7, South Rd., Reigate. [2525

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORGAN

MORGAN.—£95; 4-seater, water-cooled, 4 gears, tyres cellulose good.—"Wyrintore," Hempstead, Gillingham, Kent. [2683

MORGAN 4/4 2-seater 1936, engine 1947, new hood, general condition good; £450.—F. Norton, 8, Park Rd., Gorleston, Norfolk. [1960

395 gns.—Morgan 4/4, 1939 model, 10hp sports 2-seater, dark green, leather upholstery, 2 spare wheels, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [2682

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

SLOCOMBES, of Neasden.

4-4 Morgan required, coupe or tourer, nice condition preferable, year immaterial.

38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [3038

RAYMOND WAY, the hire-purchase specialists, are still buying Morgans and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0966

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728

MORRIS MINOR

CAR MART, Ltd.

1950 Morris Minor saloon, 13,000 miles; £895.

1950 Morris Minor tourer, 3,000 miles; £865.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [1162

C.M.I. CAR SALES (Pri. 6623) offer:—

1950 Morris Minor saloon, beige, good condition throughout.—Swiss Cottage, Finchley Rd., N.W.3. [7004

1950 Morris Minor, Jarvis convertible coupe.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Tel. Euston 3268.

MINOR saloon, 1949½, as new; worth £850; bargain, £790.—278, Chester Rd., Castle Bromwich. [2044

JARVIS & SONS, Ltd., offer 1950 Morris Minor saloon, black, 7,900 miles; £915.—Morden House, Morden Rd., S.W.19. Liberty 4856.

1949 Morris Minor saloon, maroon with beige leather, fitted radio and several other extras, one owner, excellent condition.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4.

1950 (Sept.) Morris Minor tourer; £800.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [2053

MORRIS MINOR tourer, maroon, mileage 6,900, first registered October 1949, excellent condition; nearest £800.—93, Bingham Rd., Radcliffe-on-Trent, Notts. [2702

MORRIS MINOR.—1950 Morris Minor saloon, green. Pye radio, 7,000 miles, as new throughout; £940.—The Bramber Engineering Co., Ltd. Tel. Gladstone 5467. [1986

1951 model (registered October, 1951) Morris Minor tourer, Thames blue, 11,000 miles, immaculate; £825.—Bloye, 286, Tuddenham Rd., Ipswich, Suffolk. [2681

1950 Morris Minor tourer, beige with hide upholstery, 10,000 miles only, floor mats, and "Underseal," etc., etc.; best offer secures.—B. S. Bourne, Buerfield, Crompton Ave., Rochdale. [2039

1950 series Morris Minor saloon, finished suede green, hood leather, etc., as brand new, one owner, 4,000 miles, factory maintained; £940.—Seymour & Clements, Ltd., 59, Watford Way, Hendon Central, N.W.4. Hendon 2146. [9290

Morris Minor Cars Wanted

C

M

T HE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

I NEED post-war Morris Minor immediately.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0745

A LMOST new Morris Minor required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0654

MORRIS EIGHT

J. CORYTON, Ltd.

8hp Morris saloon; for details.

139—149, Fulham Rd., S.W.3. Ken. 1410. [8984

BASIL ROY Ltd.

1948 Morris 8 saloon, 4-door, H.M.V. radio, discs and heater, mileage 10,000 only, as new; £755.—161, Great Portland St., W.1. Langham 7733. [1263

COACHCRAFT offer:—

1938 Morris 8 4-door saloon, excellent running order, very presentable vehicle, in sound and clean condition throughout, good tyres, taxed; £220; available for A.A. or R.A.C. inspection; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [2510

BRIDGE GARAGE offer:—

£155 !!!—Morris 8 chassis, in excellent condition, fitted new works engine and gearbox, guaranteed, suitable sports body or utility.—Kingston 5995. [2051

MORRIS EIGHT

CHARLES RICKARDS, Ltd., offer:—

1948 (Aug.) Morris 8hp 4-door saloon, black, with brown leather, one owner since new, total mileage 15,000, just decarbonised, in exceptional condition throughout, taxed for year; £695.

A LSO a good selection of genuine low mileage cars, offered with our three months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., five mins. from Marble Arch). Pad. 1820. [2171

1947 Morris 8, low mileage; £575.—Below.

1939 Morris 8 saloon, very good order; £415.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mal. 1627. [9750

1939 Morris 8 2-door saloon, reconditioned engine; £400.—Below.

1946 Morris 8 2-door saloon, black, brown, new tyres; £500.—Below.

1947 Morris 8hp de luxe saloon, black, brown leather, engine reconditioned; £600.—Vandervell's (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [5032

1939 Morris 8 saloon de luxe, black, good tyres, nice appearance; £585.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [8359

1939 Morris 8 4-seater tourer, definitely as new, many extras, taxed, guaranteed; £375.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [2159

295 gns.—1938 Morris 8 saloon superb condition, Autosnips, 5, Balham High Rd., Balham 1509. [2792

MORRIS (June, 1947) E model 4-door S.R. saloon, black, low mileage, excellent condition, taxed; £625.

LANKESTER ENG. Co., Ltd., 39, Eden St., Kingston 5151-4.

1938 Morris 8 saloon, in very nice condition, resprayed; £350.—Central Motors, 14, Harrow Rd., W.2. Pad. 0766. [2205

GATEHOUSE offer 1936 Morris 8 fixed coupe, black; £390.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [2839

1938 Morris 8 saloon, very sound; £290.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [2852

1946 (December) Morris 8, low mileage; £575.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mal. 1627. [1934

1937 Morris 8 saloon, one owner, excellent condition throughout, taxed year; £280, or near offer.—64, Forde Ave., Bromley, Kent. [1071

MORRIS 8 tourer, black, 1939, specimen car; £350, exchanges, terms.—Ron McKenzie, Sale, 6 miles South Manchester. Tel. Sal. 1901 before 8 p.m. [2239

ARSENAL GARAGE, Ltd., offer a wide selection of post-war Morris 8 saloons at Chester Close, London, S.W.1. Trade enquiries invited. Sloane 9844. [1885

GATEHOUSE offer a choice of 4 1936 Morris 8 saloon cars, 2- and 4-door; from £325.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [2838

1938 Morris 8 saloon, engine reconditioned, brakes overhauled, excellent tyres; a most reliable and economical car; £340.—Griffin's Garage, Weybridge 1491. [2596

1947 (June) Morris 8 saloon, new tyres, engine overhauled, leather interior, coachwork in spotless condition; £625.—Griffin's Garage, Weybridge 1491. [2599

1948 (Dec., '47) Morris 8hp saloon, green, brown leather, 16,000 miles.—Boshier & Pattenden, Ltd., Chapel Field Rd. Garage, Norwich. Tel. Norwich 24184/5. [2063

TANKARD & SMITH, Ltd., offer 1939 Morris 8 saloon, in above average condition and fully guaranteed; £425.—226-252, High Rd., N.15. Stamford Hill 3291. [2124

£199 —1935-6 Morris 8 de luxe saloon, excellent mechanically, dull paintwork, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

WALTER SCOTT, Ltd.—August, 1946 Morris 8 sun saloon, black, radio, showroom condition; £525; exchanges, terms.—59, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 6914. [2343

MORRIS 8hp 2-seater, 1938/9, really immaculate and most attractive, splendid running car, carefully maintained; £269 or dep. £85, motor cycle part exch.—Dawsons Motors, Shakespeare Sq., Nottingham. [2076

£249 —1937 Morris 8 saloon, excellent condition, choice of two; also 1938 Morris 8 saloon at 295gns.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Bat. 1107-8-9. [5085

325 gns.—Morris 8 series E 4-seater tourer, dark green, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead tube.) Hampstead 6041. [2883

£399 —1939 Morris 8 series E de luxe saloon, black, brown hide interior, exceptionally clean condition throughout, excellent runner.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [9611

1947 Morris 8 2-door, sliding roof, black/brown saloon, privately owned, carefully used, bodywork as new; £580; no dealers, please.—The Croft, Kingsley Rd., Solihull, Warwickshire. Tel. Solihull 2656, evenings. [2670

MAYFAIR GARAGES, Ltd., late 1938 8hp 2-door saloon black, good tyres, loose covers, exceptionally well maintained pre-war car in outstanding condition throughout, very smart appearance, 3 months' guarantee; £320.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104. [6977

£465 —This vehicle would pass for 1947 Morris 8 series E saloon, it is really immaculate and mechanically 100% and no one would believe it is actually a 1940 model; 3 months' guarantee; hire purchase, exchange.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2906

MORRIS EIGHT

32556 miles recorded.—1938 Morris 8 two-door saloon, green and black, all new tyres, taxed, original finish in simply incredible condition, precisely as brand new, impossible to doubt that the mileage is genuine, there cannot be a similar pre-war Morris.—Speedsters, Ltd. The best conditioned sporting cars in the country. Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [2406

Morris Eight Cars Wanted

I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0747

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2368.

REQUIRED urgently, post-war Morris 8.—Lyne, Frank & Wagstaff, 3-5, Crouch End Hill, N.8. Mountview 4401. [2630

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0967

MORRIS TEN

CAR MART, Ltd.

1948—49 Morris 10hp saloon, 9,000 miles; £925.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1162

C.M.I. CAR SALES (Pri. 6623), offer:—

1947 Morris 10 4-door saloon, one owner.—Swiss Cottage, Finchley Rd., N.W.3. [4094

1939 Morris 10 saloon, in good condition, finish, blue and black.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 5051-2. [2316

1947 Morris 10hp saloon, black, brown upholstery, one owner, carefully used.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 3951), and 12 Chelsea Manor St., S.W.3. (Flaxman 8161). [1230

1947 Morris 10 4-door saloon, export model, one owner, 19,800 miles; £700.—Tel. Trafalgar 1272, Ext. 712, or Box 4791.

£150 —1935 Morris 10/4 de luxe saloon, faultless runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2917

ARSENAL GARAGE, Ltd., offer a wide selection of post-war Morris 10 saloons at Chester Close, London, S.W.1. Trade enquiries invited. Sloane 9844. [1886

1947 Morris 10hp saloon (reg. Dec. '46), black, with brown hide upholstery, excellent condition; £695.—Pantiles Service Garage, London Rd., Guildford. 5526. [1549

L. F. DOVE, offer 1946 Morris 10 saloon, black with brown showroom condition engine recently overhauled; £695.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [2817

MORRIS 10 Series M 1939 4-door de luxe saloon, new engine 1949, specimen car; £435; exchanges, terms.—Ron McKenzie, 152, Washway Rd., Sale, South Manchester. Before 8 p.m., Tel. Sal. 1901. [2236

1939 Morris 10 saloon de luxe, resprayed black, new mats new head cloth, reconditioned engine chrome in excellent condition, good tyres, in every respect equal to post-war car; £345.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [6361

£299 —1936 Morris 10 series II de luxe saloon, black, hide interior, easyclean wheels, 4-speed gear box, fitted radio; bargain.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [9612

TANKARD & SMITH, Ltd., offer 1938 Morris 10 saloon de luxe, finished in maroon, in excellent mechanical order, recently resprayed; £585; terms and exchanges.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [2525

TANKARD & SMITH, Ltd., offer 1939 Morris 10 saloon, in black with brown leather upholstery, serviced and maintained regardless of cost; car coachwork and interior, good tyres, taxed; £475; three months' written guarantee; also 200 guaranteed used cars of all makes.

TANKARD & SMITH, Ltd., offer 1947 Morris 10 saloon, in black with brown leather, recently fitted replacement engine, a very sound car in every respect; £595; three months' written guarantee; also 200 guaranteed used cars of all makes.

TANKARD & SMITH, Ltd., 196, Kings Rd., S.W.3. Tel. Flaxman 6801/5. [2526

Morris Ten Cars Wanted

URGENTLY required, post-war series M Morris 10 saloon.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [6801

I NEED post-war Morris 10, urgently.—Fortune, 55, Cambridge Rd., Wanstead, 11. [0748

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St. Southport. Tel. 2368.

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0968

MORRIS TWELVE

MORRIS 12, 1938, £150 spent, recellulosed maroon, mechanically perfect, unblemished, licensed, 400gns.—Hill 6655. [2695

MORRIS 12 fixed head coupe, extremely smart, rewired, good tyres; £325; terms.—Temple Cars, 156, Burton Rd., Derby. Tel. 45614. [2193

1937 Morris 12, good mechanical condition, £345.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mal. 1627. [4534

1939 Series III Morris 12hp saloon de luxe, black, brown leather, splendid general condition, written guarantee; £478.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [2625

295 gns.—Morris 12, 1936 model, series 2 foursome coupe, brown and black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [2884

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0869

MORRIS FOURTEEN

1938-9 series Morris 14 d. h. coupe (Tickford body), in beautiful condition inside and out.

PETER BANTOCK CAR SALES, 104, High St., Chiswick 2725/5870. [1508

£395—Morris 14 1939 4-dr. sln. de luxe, original exceptional mechanical condition; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [1990

MORRIS OXFORD

CAR MART, Ltd.

1950 Morris Oxford saloon, 14,000 miles; £1,095.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [1154

BASIL ROY, Ltd.

1949 Morris Oxford, small mileage, heater; £995.—161, Great Portland St., W.1. Langham 2755. [1260

NEWNHAMS, Ltd.

1950 (October) Morris Oxford saloon, black with brown, fitted heater, rimbellishers, 8,000 miles, one careful owner.—Newnham House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646.

WARWICK WRIGHT, Ltd., offer:—

1950 Morris Oxford saloon, dove grey, brown leather, 500 miles.

1950 Morris Oxford saloon, black, brown leather, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2767

1950 Morris Oxford saloon, 2,000 miles only.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [9069

1950 Morris Oxford, 12,000 miles, black, brown leather; £1,075.—Elmbridge 2050. [2177

MORRIS OXFORD (March, 1950), green/green hide, 9,000 miles only; £1,155.—7, Dary, Ken. 1108. [2091

MORRIS OXFORD, September, 1948, maroon, low mileage; £965.—Smith's Garage, Bournville, Birmingham. [2219

1949 Morris Oxford saloon, maroon, mileage 12,000, very clean; £1,075.—Cranmore, Tel. 2040 Potters Bar.

TANKARD & SMITH, Ltd., offer 1949 Morris Oxford saloon, has been carefully used, moderate mileage; £1,075.—226-232, High Rd., N.15. Stamford Hill 3291. [2211

1949 (Sept.) Morris Oxford Sln., one owner; £1,010.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [2854

JARVIS & SONS, Ltd., offer 1949 Morris Oxford saloon, green, a low mileage car in unblemished condition; £1,150.—Morden House, Morden Rd., S.W.19. Liberty 4856. [2613

1950 Morris Oxford saloon, black, fawn leather, genuine guaranteed mileage 5,000; £1,150.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431/2.

1950 Morris Oxford saloon, green with green leather, one owner, carefully maintained, excellent condition throughout; £1,045.—Pantiles Service Garage, London Rd., Guildford 5326.

1949 Morris Oxford saloon, green, green leather upholstery, 12,000 miles, fitted with heater; part exchanges, deferred terms; written guarantee.—Chain Garages, Hanger Lane, Western Ave., Ealing, W.5. Per. 4404-5. [1780

Morris Oxford Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150 Park Lane, W.1. Grosvenor 5454. [0717

I REQUIRE post-war Morris Oxford urgently.—30, Rivercroft Rd., S.W.16. Tulse Hill 1288 (days). [0749

ALMOST new Morris Oxford required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4483. [0956

MORRIS FIFTEEN

TANKARD & SMITH, Ltd., offer 1935 Morris 15 saloon, original cellulose, colour blue, one owner from new, in immaculate condition, very carefully used and maintained, fitted Continental touring wheels, four new tyres; £225.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [6016

MORRIS TWENTY-FIVE

1936 Morris 25, one schoolmaster owner, 54,000 genuine miles, original log book; £155.—9, Cranley Mews, S.W.7. Kensington 8698. [2255

MORRIS SIX

J. DAVY offers:—

MORRIS Six (October, 1950), platinum grey/brown hide, 4,000 miles only; £1,295.

MORRIS Six (September, 1950), black/brown hide, twin spot lamps, 7,000 miles only; £1,255.

MORRIS Six (June, 1950), green/green hide, H.M.V. radio, heater, spot lamp, many extras, 6,500 miles only; £1,255.

YEOMANS Row Brompton Rd., S.W.3. Ken. 1108. [2090

1949 (Sept.) Morris Six saloon, radio; terms, exchanges; £1,195.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466.

1950 Morris Six saloon, 4,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4854/5406. [2122

1400 miles.—1950 Morris Six saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2449

MORRIS SIX

1950 Morris Six saloon, black, brown leather upholstery, 6,700 miles, one owner, excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [1251

1950 saloon, black, H.M.V. radio, heater, loose covers, carefully serviced; £1,275.—Campbell Symonds, Wembley 6262. [5301

GOLDERS GREEN.—H. A. Saunders, Ltd. 1949 Morris Six saloon, maroon/beige, 6,544 miles; £1,220.—144, Golders Green Rd. Spe. 0011.

1950 Morris Six saloon, 10,000 miles, green with green leather interior; part exchanges; deferred terms.—Chain Garages, Hanger Lane, Western Ave., Ealing, W.5. Per. 4404-5. [1783

£1175—Morris Six saloon de luxe, 1950, unblemished grey coachwork with leather interior to match, usual extras including built-in heater, etc., practically indistinguishable from new.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Hire purchase, part exchanges. Free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [2557

MORRIS MISCELLANEOUS

1939 Morris E 2-door saloon, in black, with brown leather, has been most carefully used and is in post-war condition throughout; £450; exchange or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford, Herts. Tel. Watford 4191. [2032

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0379

Morris Miscellaneous Cars Wanted

R S

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15. [0998

JACK OLDING, Ltd., 9-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0814

CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Hattons, Lord St. Southport. Tel. 2268.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris from 1937 onwards. Wembley 8691/2. [0670

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war and small mileage Morris cars in first-class condition.—May. 5051. [6931

APPROACH us first before disposing of your Morris car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [2356

Morris Spares and Service

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, The Broadway, Ifford (Ilford 0961). [0471

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4456. [0206

FOR Morris mudguards, running boards, 1930-46.—Brooks, 5 and 6 Frederick Place, Brighton, Brighton 21147 [0194

REBORES, overhauls, services.—Rogers Garage, New Address, Wellesley Avenue, Paddenswick Rd., Hammersmith, W.6. Riverside 2644. [9620

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Nash from 1937 onwards.—Wembley 8691-2. [0963

OLDSMOBILE

SIMPSON'S MOTORS offer:—

LATE type Oldsmobile 4-door saloon, hydramatic drive; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), Wembley 8691-2. [1210

JOE THOMPSON (MOTORS) Ltd., offer:—

OLDSMOBILE Rocket 88 ohv engine convertible coupe, 9,000 miles, outstanding for its terrific performance, co-our silver-grey, red leather upholstery, hydromatic drive, many extras.

JOE THOMPSON (MOTORS) Ltd., 97, Fulham Rd., S. South Kensington (next to Michelins) Ken. 4858 [5050

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath, nr. Lingfield, Surrey. Tel. Lingfield 870-1.

1939 6-cyl. Oldsmobile saloon in exceptional condition; £725.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. [0113

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2 Lexington St., W.1. Gerrard 8600. [0627

BRITISH & COLONIAL MOTORS, Ltd., require good Oldsmobile cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2428

SIMPSON'S MOTORS (WEMBLEY) Ltd., wish to purchase all models Oldsmobile from 1937 onwards.—Wembley 8691-2.

OPEL

RECONDITIONED Opel models Cadet, 1½-litre Olympia and 2½-litre Super 6 available from stock; 3 months' guarantee, terms and exchanges.—Maynar Motors, Ltd., Southampton St., Southampton. Tel. 5266, 4944. [7757

OPEL

265 gns.—Opel Cadet, Sept., 1937, 12hp drop head coupé; cabriolet, dark green, one owner, very good condition; taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2885

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—257, Brixton Hill, S.W.2. Tul. 3664. [0056

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-6, Southampton St., Southampton. Tel. Southampton 3266, 4944. [0651

Opel Spares and Service

REPAIRS, spares, reconditioned engines, suspensions, etc.—Tarrant & Frazer, 10, Winchester Mews, N.W.5. Pri. 6159. [0245

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings; quotations.—Stockwell Rd., S.W.9. Bri. 6251 [0733

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944.

PACKARD

BROOKLANDS for Individuality.

1947 (Dec.) Packard Super 8 Clipper saloon, Brunswick green, heater, radio, small mileage.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [2680

JOE THOMPSON (MOTORS), Ltd., offer:—

A LATE model Packard 4-door saloon, colour blue, very good, registered April 1950.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., S. South Kensington (next to Michelins). Ken. 4858. [1054

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.

PACKARD sole concessionaires, offer a selection of approved late model Packard cars.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0263

1947 Packard de luxe Clipper, right-hand drive, radio, etc., beautiful car.—Weston 6015. [2203

PACKARD Clipper, two-tone blue, immaculate condition throughout, white-wall tyres, small mileage; £2,200.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harrow, Potter Street 121. [2296

1938 Packard Super 8 saloon, recorded mileage; £485.—Gavin Fairfax, Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. [2360

1938 Packard 120, one owner, genuine mileage 16,000 miles, new tyres, in most beautiful condition; £695.—Taylor & Crawley, 48, Kensington Court, Western 6015. [2102

£395—8-cyl. Packard 7-seater enclosed drive limousine, in exceptional condition.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington S.W.7. Kensington 2477. [9631

£365—1936 Packard 26hp drop head coupé, cream, red hide interior, reconditioned, reupholstered, recond. engine, suspension, etc., good tyres and battery. Motorola radio, taxed, an unrepeatable offer.—Bray Motors, 180-184 West End Lane N.W.6. Hampstead 6400. [6642

CAMDEN MOTORS.—Packard Super Clipper 6-str. saloon 1947, right-hand drive model, immaculately finished in black with body styling and streamlined sloping back similar to current production model, full mouth organ front with sealed beam headlamps recessed in fade away fenders, all usual extras, loose seat covers, etc., chauffeur maintained and driven small mileage; £1,995.

CAMDEN MOTORS.—Packard Clipper 6 saloon, right-hand drive model with similar body-styling and features to above, a most immaculate car upholstered throughout in leather, coachwork and interior in superb condition, one owner actually maintained by Packard concessionaires, data and history available, usual extras, radio, heater, etc., etc., genuine small mileage; £1,595.

CAMDEN MOTORS.—Packard Super 8 limousine 1939 model with steering column gear change, overriders, rimbellishers and all post-war features, a full 8-str. model with widest face-forward occasional seats, winding division, built-in heater, the whole car being in very good condition for a pre-war model, six almost new heavy duty tyres, exceptional value for money at £745.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); 20 other post-war and thirty pre-war American cars in stock, write for free catalogue, hire purchase, part exchanges, free delivery, open till 8 p.m. Mon.-Sat. [2541

A & S LIMOUSINE, 1936, one private owner since new, 67,000 miles only, in exceptional condition.

LIMOUSINE, 1939, partition, widest occasionals, black, certified mechanically, desirable condition; £295.

ALPE & SAUNDERS, Ltd., Providence Court, North Audley Street. Mayfair 2341. [2277

Packard Cars Wanted

CASH immediately for good Packard.—H. F. Edwards, 154, Ot. Titchfield St., W.1. Langham 0012. [2730

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard from 1937 onwards.—Wembley 8691-2. [0671

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0903

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, require 1938-9 Packard cars for reconditioning.—Great West Rd., Brentford, Middlesex. Ealing 3400 [0191

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0903

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PLYMOUTH

SIMPSON'S MOTORS offer:—

1949 Plymouth 4-door saloon, fitted with heater and seat covers; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 6691-2. [1207

£1195—1947 model Plymouth 24hp 6-str. saloon, one of the smaller horse powered post-war American cars specially noted for its economical running costs coupled with the usual smooth and powerful performance, full mouth organ fully chromed frontal appearance and latest streamlined body styling, radio, heater, loose seat covers, etc., small mileage.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); 20 other post-war American cars in stock, write for post-free catalogue; hire purchase, part exchanges, free delivery, open full 8 p.m. Mon.-Sat. [2560

PONTIAC

1936 Pontiac 27hp 4-door de luxe saloon, excellent condition; £295.—Jacquier, Ltd., 225-7 Hammersmith Rd., W.6. Riverside 6677-8. [2719

1950 Pontiac convertible, power operated hood, hydramatic drive, many extras, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2445

1951 Pontiac 8 4-door saloon, radio, heater, 2,000 miles only, believed only car of this type for sale in England.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [1498

£1645—Pontiac streamliner 8, de luxe, 4-dr. 6-str. saloon, 1948 model with hydramatic drive, radio, heater, loose seat covers, etc., an immaculate specimen in superb order, latest type frontal appearance and body styling, whitewalls, etc., negligible mileage; phone, write or call for further details to **CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); 20 other post-war American cars in stock, write for free catalogue, hire purchase, part exchanges free delivery; open full 8 p.m., Mon.-Sat. [2561

Pontiac Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Pontiac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2427

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac from 1937 onwards.—Wembley 6691-2. [0672

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0517

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche. Tel. Ripley 2361. [0629

RACING CARS

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3546, are the sole concessionnaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0621

RACING car tender designed to carry two racing cars with ample space for spares; very light cast aluminium ramp, Bedford chassis, Perkins P6 diesel engine, twin rear wheels; all in good condition; seen Edinburgh.—Apply David Murray, 12 Rutland Sq., Edinburgh. Tel. 26675. [2185

FOR sale, the Elt 500cc racing car, 5-stud speedway J.A.P. engine, alloy barrel, special valve springs, Burman racing gearbox, polished aluminium body and many spares, total weight 510lb; photographs obtainable on application; price £200.—J. H. Elt, "Red Walls," Malvern Rd., Worcester. [2008

KEN WHARTON offers his record-breaking supercharged Couper, complete with 1,000cc Jap engine and numerous spares; this car is a record holder at Shelsley Walsh, Prescott and Bouley Bay; also latest Mark V Cooper 500, complete with Jap engine and special alloy body tank and many spares; both the above cars are in perfect condition and ready to race; offers invited for the complete equipe to Ken Wharton, Hume St., Smethwick. [9956

RAILTON

HAROLD RADFORD & Co., Ltd.

1946 (July) Railton Straight eight, two-door drop head coupe; colour black; speedometer reading 28,000 miles, in superb condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [7986

A-ONE MOTORS (LONDON), Ltd., offer a second-to-none selection, also all spares.

1937 sports saloon.

1938 Cobham de luxe razor edge saloon.

1938 Carrington drop head coupe; 1938 Claremont drop head coupe.

1939 family saloon; 1940 Stratton saloon.

26 b. Belgrave Rd., S.W.1. Victoria 8285. [0335

1937 lim., blk., drop divn., many extras, very fast, director's car; £415.—Derwent 4359. [9962

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753. All models up to 1947, 17hp, 21hp, 28hp coupe, saloons, tourers. [5467

Railton Cars Wanted

CASH immediately for good Railton.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2744

THOMPSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-39.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [0650

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

1950 Renault 760cc de luxe saloon, grey, 11,000 miles, roof rack; £355.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3178. [2254

1946 Renault 12 de luxe saloon, superb condition; £425; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fre. 1519. [2925

RENAULT

HAROLD RADFORD & Co., Ltd.

1946 (May first registered) 26.8 Renault foursome drop head coupe, colour maroon, one owner, speedometer reading 21,865 miles, in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6007

WELHAMS RENAULT SALES SERVICE, Surbiton Hill Rd., Surbiton (Elmbridge 1875), offer:—

1939 26hp 6-str. saloon, reconditioned; £350.

1936 Renault 14hp 7-seater limousine, excellent condition; £375.

1937 12hp saloon, reconditioned, black; £350. [0126

£425—Ridiculously cheap. Renault 8 2-door saloon, really immaculate and rare condition associated with cars that have been wrapped in cotton wool, all their lives; 9 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2900

Renault Cars Wanted

RENAULT small hp wanted, in good condition. Please 'phone Valentine 2098. [6801

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875, purchase all models. [0127

URGENTLY wanted for cash, post-war Renault.—Continental Cars, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3178. [0375

RILEY

DICKS

1949 Riley 1½-litre sports saloon, really well kept; £1,275.

DICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn, Maida Vale 6688-9. [1745

CAR MART, Ltd.

1950 Riley 1½-litre saloon, 12,000 miles; £1,495.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1170

CARR BROS. offer:—

1937 Riley 15hp Adelphi, mechanically perfect, 48,000 miles only, bodywork in black cellulose as new, interior upholstered red leather and spotlessly clean, carefully used, perfectly maintained and in unique condition throughout; £495.

CARR BROS. GARAGES, Ltd., Purley. Uplands 4411-2-5. [2819

HAROLD RADFORD & Co., Ltd.

1949 (Sept.) 2½-litre Riley saloon, black, with brown leather and cloth upholstery; speedometer reading 16,715 miles; fitted with new tyres; in exceptional condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3113

BOON & PORTER, Ltd., Distributors.

1947 2½-litre Riley saloon, black, mileage 24,000; £1,195.

1946 1½-litre Riley saloon, black with brown leather upholstery; £1,025.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [2162

H. A. SAUNDERS, Ltd., Radlett, Herts.

1947 Riley 1½-litre saloon, mileage 23,000.—Tels.: Radlett 6167 and 5849. [2516

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Riley 1½-litre saloon, immaculate, low mileage; £1,495.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [8620

RILEY 9 1932 Monaco, new roof; offers.—Tel. Oakley (Hants) 322. [2678

WELBECK MOTORS, Ltd., proudly present another perfect pre-war car:—

1936 Riley Falcon 1½-litre saloon, original and almost as new in every respect, original black paintwork and red interior quite incredibly good, and mechanically the car is faultless; here is a unique example of a truly great motor car, and we very much doubt if there can be another in England in such good condition: price £465; sounds expensive, but when you see it you will realise that such a price is more than justified.

WELBECK MOTORS, Ltd. (Car Sales Division of the World-famous Car Hire Company), 107, Crawford St., London, W.1. Welbeck 5991. [2774

GORDON CARS (LONDON), Ltd.—1950 Riley 1½-litre saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, ivory.—Below.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Riley 2½-litre saloon, black.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [2472

RILEY 1½-litre Kestrel saloon, £116 overhaul, nice condition; £365 o.n.o.—Harrow 2980. [2914

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

1947 (June) 1½-litre Riley, black, green leather, 41,000 miles, exceptionally clean; £975.

EVANS, WILLIAMS, Jnr. (CARDIFF), Ltd., 476b, Cowbridge Rd., Cardiff. Tel. Llandaff 514. [2023

BEARTE, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 5548.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [7657

1949 2½-litre Riley saloon black, green leather and cloth, radio, 10,800 miles, in excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (May fair 5051); and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [1229

RILEY

1950 Riley 2½-litre saloon, 11,000 miles.—Jack Olding & Co., North Audley St., W.1. Mayfair 5242.

1947 (Nov.) Riley 2½-litre saloon, black, radio; £1,350.—The Lodge Valley Cottage, Churt, Surrey. [9049

175 gns.—1954 Riley 9 saloon, crash box, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [2795

RILEY 1½-litre sal. 1940, first-class order, taxed, good tyres, very smart.—Midland Motor Co., Traffic St., Derby. Tel. 45614. [2196

1950 Riley 2½-litre saloon, 3,000 miles.—Green & Zoltie, 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [2756

1948 Riley 1½-litre saloon, radio; £1,135.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [9130

1947 Riley 2½-litre saloon de luxe, exceptional condition; £1,095.—Brown's Garage, Loughton (Essex) 4119 (Tube). [1225

1935 Riley 12 saloon, good condition, owner going abroad; nearest £195.—Captain Dixon, 2 R.T.R., Tidworth, Hants. [2379

ROYS AUTOMOBILES, Ltd., offer 1949 Riley 1½ saloon, black; low mileage, full leather; £1,350.—127, Parkway, N.W.1. Euston 2700. [2611

1950 2½ Riley saloon, 11,000 miles, heater, superb condition; £1,750.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [1504

1947 1½-litre Riley saloon, colour black and red, chauffeur kept, one owner; £1,075.—Woking Motors (Maybury Hill), Ltd. Woking 1928 [8015

GATEHOUSE offer 1939 Riley Lynx 11.9hp tourer, black, excellent condition; £470.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [2540

1938 2½-litre Riley Adelphi saloon, radio, heater, heater, etc., extremely smart; £625.—Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [2635

1948 1½-litre Riley, ivory body and top, red wheels, mascot, wireless, chrome hooters, in perfect condition; £1,150.—Tel. Reigate 2090. Can be seen in London. [2159

1950 (August 1st) Riley 1½-litre saloon, black, red leather, mileage 11,000; £1,595.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Mid-dlesex. Hounslow 0011. [1764

£275—1935-6 Riley 1½-litre 4-door sports saloon, genuine bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Bat. 1107-8-9. [5991

1946 1½-litre Riley 4-door de luxe saloon, one owner, immaculate car, taxed end of year, terms and exchanges.—Moreton Garage, 32b, Church St., Kensington, W.8. Tel. Western 5720. [9056

1950 (May) Riley 1½-litre saloon, maroon with beige leather, one owner, genuine 6,000 mls., as new; £1,600.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1691. [2561

1938 model Riley 1½-litre Adelphi saloon, black with cream wheels, in positively immaculate condition throughout; £525.—Gray's Cars (London), Ltd., 277, Green Lanes, N.13. Palmers Green 2365.

TANKARD & SMITH, Ltd., offer 1938 Riley 1½-litre saloon, cream and black, red and fawn interior, one owner only, 14,000 miles, maintained by distributors Jaguar Ltd.; £1,350.—226-252, High Rd., N.15. Stamford Hill 5291. [2213

1950 type (Dec., 1949) Riley 2½-litre saloon, black, green leather, a really immaculate one-owner car, thoroughly recommended, offered with written guarantee; £1,850; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.2. Langham 0012. [2751

1940 Riley 2½-litre drop head coupe, maroon with beige hood, beige upholstery, nearly new hood, 45,000 miles since new, engine reconditioned 5,000 miles ago, bodywork and interior in excellent condition.—Ring Sloane 3916, or apply 59, Cadogan Lane, London, S.W.1. [2694

MAYFAIR GARAGES, Ltd.—April, 1935, 9hp Imp, M sports 2-seater, recellulosed pale blue with blue leather, completely overhauled and not yet run in, new hood and tonneau cover, probably the smartest and most mechanically perfect Imp in the country, 3 months' guarantee; £475.

MAYFAIR GARAGES, Ltd. Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. [6978

RILEY 16, 1940 sports saloon, in unblemished condition, equal in every way to a 1950 model, black with beige leather upholstery, engine, transmission, brakes, steering, etc., absolutely faultless; fitted chrome mellow tone horns, twin spotlamps, taxed; private owner; £603.—Tel. Birmingham South 3016. [2492

Riley Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3454. [0969

R

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0083

CASH immediately for good Riley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2744

LATE 1950 2½-litre Riley saloon; cash.—276, Stafford Rd., Wallington, Surrey. Tel. Croydon 4928. [2862

CASH buyers of low-mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

BRITISH & COLONIAL MOTORS, Ltd., require good Riley cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2428

BLAKES Riley distributors, will purchase any non-covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7755

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars in first-class condition.—May. 3051. [6928

APPROACH us first before disposing of your Riley car.—Tankard & Smith, Ltd., 226-252, High Rd., N.15. Stamford Hill 5291-2-3. [2351*

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Riley Cars Wanted

URGENTLY require 1946-9 1½-2½-litre saloons.—R. & Neale Riley Specialists, Shamblehurst Lane, Botley Southampton. Tel. Botley 132. [0060

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0706

ROSE & YOUNG Ltd.—Wanted, small mileage 1½- or 2½-litre Riley 1950 model if possible.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182. [7974A

Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7304. [0236

BOON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—8, Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

PRE-SELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd. Addiscombe 2931. [0781

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0472

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd. Forest Hill, S.E.23. Forest Hill 2344-5. [0246

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092

RILEY distributors for 23 years.—Comprehensive list of spares, quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [2590

ROLLS-ROYCE

PBL, LTD., ROLLS-ROYCE specialists 40 years.

1938 30hp Hooper sports saloon.

1936 30hp Young fixed head 2/3-seater coupe.

1935 25hp Gurney Nutting sports saloon.

1934 25hp Thrupp & Maberly drop head coupe.

PADDON BROS., Ltd., 60, Cheval Place, London, S.W.7. Kensington 9477. [5279

CMC CAR MART, Ltd.

1950 Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner; 6,000 miles; £6,750.

1949 Rolls-Royce Silver Wraith foursome drop head coupe by Gurney Nutting, 13,000 miles, £5,750.

1938 Rolls-Royce 25/30hp 7-seater limousine by Thrupp & Maberly, 6 months guarantee; £2,350.

1937 Rolls-Royce 20/30hp limousine by H. J. Mulliner, 6 months guarantee; £1,895.

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [1177

HHH HOFFMANS GARAGE, Ltd., HUDDERSFIELD ROAD, HALIFAX.

GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.

PROUD Members of the Swain Group.

A NATIONAL Motoring Organisation.

1936 Rolls-Royce 25-30 limousine by Thrupp & Maberly, blue with black wings and blue hide. Ref. H.7730.

1936 Rolls-Royce 25-30 sedanca de ville by Hooper, black with dark blue hide and beige cloth. Ref. H.8581.

1936 Rolls-Royce 25-30 saloon with division by Barker, black with brown leather. Ref. H.7691.

ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase. Please write or 'phone for details to:—

HOFFMANS GARAGE, Ltd., HUDDERSFIELD Rd., HALIFAX, Yorkshire.

TEL. Halifax 5944. [2080

FOX.

OFFICIALLY appointed Rolls-Royce and Bentley retailers special retailers of H. J. Mulliner coachwork; have a large selection of guaranteed Rolls-Royce and Bentley cars of all years.

H. A. FOX & Co., Ltd., 5-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 7587.

FOX. [2246

FRANK DALE offers:—

ROLLS-ROYCE 25hp Hooper owner-driver saloon, June, 1935 GPO series, unused since complete chassis and body overhaul; new condition; £1,475.

ROLLS-ROYCE P.II limousine de ville, 7 seats, 58K series, 1935, run 20,000 miles since £700 overhaul.—66, Princes Gate Mews Exhibition Rd., S.W.7. Ken. 6860. [8056

1933 Rolls-Royce Phantom II Windover sedanca saloon with division; £695.

GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., London, N.W.1. Euston 6611. [2475

ROLLS-ROYCE

JBB JACK BARCLAY, Ltd.,

LARGEST official retailers of Rolls-Royce and Bentley; stock list of used models on request to

12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0065

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

NORTHERN Rolls-Royce specialists since 1905.

1936 25hp Rolls-Royce saloon by Park Ward, black with beige leather upholstery.

1936 (Nov.) 30hp touring limousine by Rippon.

YOU can buy with confidence from the largest distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines); also at Bradford, Leeds and Sheffield. [0905

R. C. MORTLAKE offers:—

SWEPT tail limousine, 25hp Rolls-Royce, 1935, fastidiously maintained at Rolls by surgeon, black, large face forward seats; £1,595.

1934 25hp Rolls-Royce Hooper saloon with division, one titled owner; £995.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30 Arnold 4604. [3356

RUSSELL MOTORS offer:—

1935 20/25hp Rolls-Royce limousine by Thrupp & Maberly, large face-forward occasionals, 24,000 miles only, since new, full equipment as delivered; an exceptional car.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [6039

PARK WARD & Co., Ltd.,

OFFICIAL Rolls-Royce retailers.

OFFER slightly used Silver Wraith cars; details on application.

PARK WARD & Co., Ltd., 473, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. [0684

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers.

OFFER 1938 Rolls-Royce Phantom III owner-driver saloon, with div., by Barker, black with beige leather.

1938 Rolls-Royce Phantom III enc. drive limousine de ville by A. Mulliner, black with black leather and fawn cloth.

1937 Rolls-Royce Phantom III enc. drive limousine by Park Ward, black with black leather and fawn cloth.

1934 Rolls-Royce 20-25hp foursome drop head coupe by Thrupp & Maberly, black with beige leather.

DELIVERY of new and used cars quoted on application.

AUDLEY House, NORTH Audley St., W.1. MAYFAIR 5242. [1149

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1937 (March) Rolls-Royce Phantom III saloon with division and large built-in luggage boot at rear, sunshine roof, by Thrupp & Maberly, colour black, speedometer reading 58,548 miles, in excellent condition.

HAROLD RADFORD & Co., Ltd., Mellon Court, South Kensington, S.W.7. Tel. Kensington 9642 (5 lines). [2306

1934 Rolls-Royce 25/30 limousine.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3288. [9071

H. M. BENTLEY & PARTNERS, Ltd.

1939 Rolls-Royce Wraith limousine by H. J. Mulliner, finished in black with fawn interior, 35,000 miles only.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [1759

GUY SALMON AUTOMOBILES, Ltd., offer:—

1936 Rolls-Royce 25hp Freestone & Webb razor-edge sports saloon, superb condition throughout; £1,495.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [1876

MASCOT MOTORS, Ltd., offer the following:—

1937 30hp owner driven sports saloon.

1936 30hp H. J. M. sports saloon with division.

1936 25hp Barker special sedanca.

1935 40-50hp T. and M. open sports 4-seater.

1934 25hp T. and M. 6-light owner driven saloon.

1934 25hp Gurney Nutting sports saloon.

1933 25hp Hooper sports saloon.

1933 25hp Barker sports saloon.

1932 40-50hp Barker continental sports saloon.

1929 25hp owner-driven 4-light saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 257, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [1107

PHANTOM II limousine, one owner, superb chassis; £425.—8, Cranley Mews, S.W.7. Kensington 8696. [2251

ROLLS-ROYCE

A&S (Limousine Specialists) always display a large selection of Limousines.

LIMOUSINE 1935 20/25 June delivery, Hooper, face forward occasionals, black.

LIMOUSINE 1935 20/25 Park Ward, partition, widest occasionals, black leather, swept tail.

LIMOUSINE 1936 20/25 H.J.M., swept tail, widest occasionals, partition, black, immaculate.

LIMOUSINE 1936 July delivery, 25/30, Thrupp, one owner, 64,000, black, swept tail, excellent history.

LIMOUSINE 1937 Park Ward 25/30, swept tail, discs, black, immaculate.

LIMOUSINE 1937 February delivery, 25/30, H.J.M., 46,000 only, swept tail, Rolls history.

8000 miles only, April 1937, 25/30, Thrupp swept tail Limousine, face forwards, original tyres, amazing condition, Rolls history.

10000 miles only, confirmed by Rolls history, Phantom III, May 1937 delivery, Mulliner Limousine, stored eleven years, one private owner, as new throughout.

LIMOUSINE Phantom III, swept tail, Windover, 1938 show model, one family since new, 38,000 miles only, solid carpets, many extras, good history.

LIMOUSINE Wraith, August 1939 delivery, Park Ward, leather throughout, 44,000, black, recent engine overhaul. Seen.—

A. LEE & SAUNDERS Ltd. always purchase Rolls-Royce, Providence Court, North Audley Street, Mayfair-2941. [2275

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:—

1936 (Sept.) 25/30 Windover limousine de ville, 56,000 miles, black, heater, discs, D.W.S., jacks, rated steering, drop division window, beautifully finished interior, taxed; £1,950.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936/8. [2454

FOR sale, Rolls-Royce 25hp convertible (November, 1951), most attractive lines; £750.—Box 4620. [9932

ROLLS-ROYCE 25/30 owner-driver saloon de ville, special body by Barker, condition unblemished; £1,750.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1355, 1702. [3667

ROLLS-ROYCE, 1929, 20hp utility, excellent body; report available; £550.—Bartlett, 27a, Pembridge Villas, W.11. [1297

ROLLS-ROYCE Phantom III (Oct., 1937) owner-driver saloon, 59,000 miles, complete R.R. history, perfectly maintained, exchanges, terms.

SWANMORE GARAGE, Rolls and Bentley Specialists, Southbourne 1176, Christchurch Rd., Boscombe. Southbourne 1022. [2136

1938 Rolls-Royce 25/30 sports saloon without division, good boot, black/brown hide, Hooper, attractive, immaculate.—Tel. Oxted 463. [9269

395 gns.—Rolls-Royce Ph. I limousine, remodelled and reconditioned in 1947, really spotless condition.—Taylor, 37, Evaston Place, S.W.7. Western 0489. [9501

1938 Rolls-Royce 25/30hp limousine, superb condition throughout, stored during war.—Co.in Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2356. [2662

OWNER-DRIVER 30hp/GUL Series Thrupp 5-seater 4-door black sun Saloon, leather, radio, heater. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [2274

745 gns.—1934 Rolls-Royce Ph. II 4-door close-coupled saloon by Hooper, attractive private car; would exchange smaller.—Taylor, 37, Evaston Place, S.W.7. Western 0489. [9502

1938 Rolls-Royce Replica sports saloon, sun roof, radio, on a 20hp chassis; £280 spent in 1946 on reconditioning, taxed; £675.—Dickson Motors, 517, Finchley Rd., Dalston, E.8. Clissold 4943. [2588

1936 (November) 20/25 Rolls-Royce 4-door sports saloon with boot by Hooper, 78,300 miles, most comprehensive overhaul with bills; £1,675.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [2204

CASE'S MOTOR MART.—1938 Rolls-Royce Phantom III, fitted H. J. Mulliner sedanca 7-passenger, face forward occasional seats, superb condition; £2,350, written guarantee.—8, Warren St., W.1. Euston 4110. [9475

ROLLS-ROYCE 25/30 Windover limousine in faultless condition, 1937, 62,000 miles, recent complete overhaul, property of company chairman, chauffeur-driven, carefully maintained. Tel. East 1250 (London). [8931

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; used cars available for inspection. Tel. Brookwood 2201-2. [0564

OFFORD announce a particularly attractive 1937 Phantom III sports saloon, with division and large rear boot, by Hooper, 38,000 miles, history and specification available.—154, Gloucester Rd., S.W.7. Frenchie 0551. [1090

ROLLS-ROYCE Phantom III, fitted with touring limousine body by Arthur Mulliner, Ltd.; this car was supplied new by us and has always been in the hands of the original owner; it was first registered in June 1938 and its genuine mileage is 35,000. For further particulars please apply to:—

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [2272

Rolls-Royce Cars Wanted

SGO OUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. R. Owen Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944 [0516

CMC THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. [0970

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce, Cars Wanted

J. MARSHALL.

WANTED, Rolls-Royce 20/25 and 20/25, all types of coachwork, any condition.—J. MARSHALL, 889, St. Albans Rd., Watford. Tel. Garston 2569. [0488

TO Rolls-Royce and Bentley owners.

WE have a number of clients requiring used Rolls-Royce and Bentley cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.—JACK BARCLAY, Ltd.

JACK BARCLAY, Ltd.

OFFICIAL Retailers of Rolls-Royce and Bentley.

12—15, St. George St., Hanover Square, W.1. Tel. May. 7444. [0769

ROWLAND SMITH'S the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

THE BASINGSTOKE MOTOR Co., Ltd., purchase pre-war Rolls-Royce cars.—By-Pass Rd., Basingstoke. [0546

ROLLS-ROYCE wanted.—Swanmore Garage, 1176, Christchurch Rd., Boscombe, Southbourne 1022. [0759

HOOPER & Co. (COACHBUILDERS), Ltd., 54, St. James's St., Piccadilly, London, S.W.1. Regent 3292.

WILL be pleased to purchase pre-war and post-war Rolls-Royces; expert advice and valuation of your present Rolls-Royce will be gladly given should you wish to visit our St. James's St. Showrooms. [0904

A & S always purchase modern 25/30hp Saloons, preferably with boot, also require 25/30hp Limousines 1935/1948.

A & S urgently need Phantom II also Phantom III Saloons and Limousines, prompt attention assured. Aipe & Saunders, Providence Court, Grosvenor Square. Mayfair 2941. [6272

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0063

RIPPON BROS., Ltd., the Northern Rolls-Royce Specialists, special retailers and repairers, are interested in purchasing late model Rolls-Royce.—Huddersfield 6340 (5 lines). [0015

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 457. [9686

ARTHUR MULLINER, Ltd., Coachbuilders, Bridge St., Northampton, wish to purchase a number of good Rolls-Royce cars. Please send particulars. Tel. Northampton 907. [0819

BROADWAY MOTOR Co. require 25hp Rolls-Royce 4-door cars, particularly with owner-driver saloon or 4/5 coupe bodywork; years 1930 to 1935.—3-15, Russell Rd., Wimbledon. Liberty 2494. [0017

JACK OLDING, Ltd., 8-10, North Audley St., W.1, are official Rolls-Royce and Bentley retailers, are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242. [0815

CHARLES POLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—15, Berkeley St., W.1. May. 6266. Service, works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. [0597

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.—WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (6 lines). [0025

CHARLES POLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. [0614

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—Works Director, Wilkie Wilkinson, 12-15, Merchiston Mews, Edinburgh, 11. Tel. Juniper 2785. [1940

RONALD KENT (COACHBUILDERS), Ltd., specialise in Rolls-Royce coachwork renovations, repairs or complete restyling.—Coalwharf Rd., W.12. Shepherd's Bush 2231. [0443

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel Cro. 7464. [1997

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel.: Regent 7667. Service works, 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3666. [0045

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models; full repair service at reasonable charges. Also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064

ROVER 10

DICKS.

1947 Rover 10 saloon, very low mileage, really fine order; £1,075.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [6535

1937 Rover 10 saloon, nice order; £495.—Smith & Hunter 376, Kensington High St., W.14. Western 2312.

1938 Rover 10 saloon, finished in black, recent engine overhaul, really sound car; a bargain at £450.—Grove Garage & Motors, 522, Fore St., Edmonton, N.9. Tot. 4162. [1635

ROVER 12

CARR BROS. offer:—

1946 Rover 12, low mileage, black cellulose, immaculate, interior upholstered brown leather and unmarked, a one owner car that has been nursed since new and is a perfect example of one of "Britain's fine cars"—£995.

CARR BROS. GARAGES, Ltd., Purley, Uplands 4811-2-3. [2818

ROVER 11

NORMAN AUTOS offer:—

1939 Rover 12 Sportsman's saloon, immaculate condition; £625.—346-354, London Rd., West Croydon. Thornton Heath 4657. [2226

RUSSELL MOTORS offer:—

1947 Rover 12 saloon, low mileage, fitted heater.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [9095

1940 Rover 12hp saloon; £725.—Clark & Simpson, 75-79, Cadogan Lane, S.W.1. Sloane 4727. [1826

PRIVATELY owned Rover 12 saloon de luxe, rebored, excellent condition all round, owner going abroad, price £350.—Tel. Camberley 655. [2487

1947 (Dec.) Rover 12 sports sal., grey, grey leather, except. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [2106

1936 Rover 12hp sports saloon, recent engine overhaul, magnificent condition throughout, outstanding value at £295; part exchange, hire purchase terms.—Hermit Coach Works, 250, Bellaise Rd., N.W.6. Mal. 1341. [2583

ROVER 14

£235—1935 Rover 14 sports saloon, an excellent example of this popular type; bargain.—Below.

£399—1937 Rover 14 sports saloon, green, green hide interior, very clean, excellent runner; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1927

BRUTONS, Ltd.—1935 Rover 14 saloon, streamline model, black, red interior, reconditioned in our works.—Below.

BRUTONS, Ltd.—1939 Rover 14 Tickford drop head coupe, 50,000 miles genuine, one owner, grey, blue interior, taxed.—12-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [1216

1938 Rover 14hp sports saloon; £585.—Clark & Simpson, 75-79, Cadogan Lane, S.W.1. Sloane 4727. [1826

1935 Rover 14hp, first-class runner, 5 new tyres; £175 or near offer; any inspection welcomed. Tel. Tate 0615. [1769

1936 Rover 14, above average condition; £350.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mal. 1627. [9729

1947 Rover 14, small mileage, fitted radio and heater, absolutely brand new; £1,095; three months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [2760

1938 Rover 14hp saloon, black, fitted radio, in excellent condition throughout; £600.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1751

ROVER 14 1947, £10 tax, spotless condition, mechanically perfect, excellent tyres; £1,095, terms, exchanges.—Temple Cars, 136, Burton Rd., Derby. Tel. 45614. [2197

1947 (Sept.) Rover 14 sports sal., grey, one owner, 18,000 miles, exc. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [2106

1938 Rover 14 4-light saloon, black, a very well-kept car, smooth, quiet engine, good tyres, taxed; £645.—Carey & Clayton, Crossroads, Southbourne, Bournemouth. Tel. 1000. [2684

ROVER 14 sal., 1947, kept in perfect condition by one careful owner, excellent tyres (two new), immaculate condition throughout; £1,095. Terms, exchanges; to view ring Derby 45614.—Temple Cars, 136, Burton Rd., Derby. [1404

325gns.—Rover 14 1936 4-door sports saloon, black, sliding head, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2687

1937 Rover 14 saloon, the interior of this car can only be described as remarkable, mechanically it is excellent, bodywork is free from rust and damage and black paintwork is good, taxed; £445.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 5408. [1916

ROVER 16

OVERSEAS CARS, Ltd.

1946 (first reg. April, 1948) Rover 16 saloon, green, green leather; £1,125.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [1266

CHIPSTEAD MOTORS, Ltd., offer:—

ROVER 16, late 1946, black with brown leather, recently fitted reconditioned engine by Rovers, push-button radio, etc., immaculate condition throughout.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [9060

1948 Rover 16hp 4-light sports saloon, in immaculate condition throughout; price £1,485.—Grose, Ltd. Northampton. Tel. Northampton 4540. [2667

1947 (August) Rover 16 sports saloon, leather, radio heater, new tyres; £1,190.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [1566

1939 Rover 16 sports saloon, superb condition in every respect; open to any examination; £750; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [6011

495gns.—Rover 16 1938 model de luxe 4-door saloon, metallic blue, sliding head, blue leather, wheel discs, unworn tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2687

ROVER 18

445gns.—1937 Rover 20hp sports saloon, very attractive and good condition; would exchange small car.—Taylor, 37, Elvaston Place, S.W.7. Western 0469. [9503

ROVER 60 & 75

CAR MART, Ltd.

1950 Rover 75 P.4 saloon, heater, 900 miles; £1,425.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [1176

R. F. FUGGLE, Ltd.

1950 (May) Rover P4 75, mileage 4,600, spare unused, heater and radio; £2,350.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [0803

SELBORNE (MAYFAIR) Ltd.

1950 Rover 75 P4 saloon, under 3,000 miles; £2,295.

82 Park St., W.1. [2749

PHILIP RICKARDS, Ltd., offer:—

1950 Rover P.4, black/red, 7,000 miles, perfect.

1950 Rover P.4, green, 8,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [2366

WARWICK WRIGHT, Ltd., offer:—

1950 Rover 75 P.4 saloon, dark green, green leather, 5,000 miles.

1948 Rover 75 sports saloon, black, green leather, 17,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2766

H. A. SAUNDERS, Ltd., Radlett, Herts.

1948 Rover 60, mileage 10,000. Tel. Radlett 6107 and 5649. [2517

1949 Rover 60 sal., black/red, 6,000 miles, heater, as new.

1948 (June) Rover 60 sal., black, green leather, H.M.V. radio, except. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [2107

8000 miles; 1950 (June) Rover P4.—Ernest Sutton, Tel. Rogate 4 (trade only). [2629

1950 Rover 75 P4 saloon, black, brown leather, radio, heater, works mileage only; another 5,000 miles.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2962-5-6. [2263

1948 Rover 75 saloon, small mileage, black, radio and heater, excellent condition. Tel. Sittingbourne 852.

HOLLOCK ENGINEERING, Ltd., Canterbury Rd., Sittingbourne, Kent. Tel. 852 and 853. [2495

1950 Rover 75 P4 saloon, 5,000 miles.—Green & Zonic, 246-252, Deansgate, Manchester. Tel. Deansgate 4522-6. [2757

1950 P.4 Rover, black and grey, radio, windscreen washers, 4,000 miles, immaculate.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [1213

1948 75 saloon, in unusual condition, new tyres, loose covers, one owner, low mileage, £1,575.—Offord, 154, Gloucester Rd., S.W.7. Fremantle 0051. [1091

1950 Rover P.4 saloon, radio and heater, 5,000 miles; £2,195.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3586. [2435

1950 (June) Rover P4 saloon, ivory with green leather, radio and heater, one owner; guaranteed 7,000 mls. as new; £1,975.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2340

CAMDEN MOTORS.—Rover 75 saloon, 1948, the very valuable 4-light sportsman's model, superb black finish with brown leather, fitted heater, etc., one of the finest specimens of this series we have handled, immaculately maintained by one owner and practically unused; £1,545.

CAMDEN MOTORS.—Rover 75 saloon de luxe, July, 1948, in maroon with leather to match, H.M.V. press button radio, heater, loose seat covers, etc., recorded mileage 14,700, looks even less; £1,495.

CAMDEN MOTORS.—Rover 75 saloon, latest type model series P4, condition virtually indistinguishable from new, black, heater and radio, etc., original tyres, spare never been on road; £2,045.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 208 (3 lines). Write for post free catalogue of over 80 guaranteed used Rovers together with 400 cars of other makes; hire purchase, part exchanges, free delivery, fares refunded to purchasers from any part of the country; open till 8 p.m. Mon.-Sat. [2558

NAYLOR & ROOT Ltd.—1950 Rover P.4 saloon, black, grey hide, 9,000 miles, unblemished throughout, £2,195; 6 months' guarantee; choice of 100 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [2562

LAND-ROVER

HARVEY HUDSON, Ltd. (The Land-Rover specialists), offer:—

1950 (Feb.) Land-Rover, 12,000 miles, in outstanding condition, heater, extra screen demister, spotlamp, twin windscreen wipers, leatherette seats in back.

1949 (Sept.) Land-Rover, 13,000 miles.

1948 (Nov.) Land-Rover, 20,000 miles.

HARVEY HUDSON, Ltd., South Woodford, E.18. Tel. Wanstead 0056. [2303

1950 (April) Land-Rover, 12,000 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [2630

1949 Land-Rover, fitted latest type hood, one owner, small mileage; £625.—Edmunds Motors, 13a, Castle St., Brighton. [2777

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd. (the Land-Rover specialists), wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [9947

ROVER MISCELLANEOUS

1947 (October) Rover 16 saloon, low mileage, radio, heater, immaculate; £1,250. A.so

1946 (July) Rover 12 saloon, guaranteed mileage 13,000, radio, heater, as brand new; £1,095.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0615. [2362

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd. Kingston Kingston 1548

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER MISCELLANEOUS

HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
DEPOTS at:—
MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
STREATHAM (Streatham 7751).
SHEPHERD'S BUSH (Shepherd's Bush 5454).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).
GREAT West Road (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLY'S, Ltd., England's Leading Motor Agents. [0029

CAMDEN MOTORS.—Rover 10hp saloon, 1946, in black, brown leather, outstanding condition, brand new Avon tyres; £945.
CAMDEN MOTORS.—Rover 10hp saloon, 1946, Rover grey, blue leather, fitted heater, slightly higher mileage than above; £895.
CHOICE of three other 1946 Rover 10s.
CAMDEN MOTORS.—Rover 10hp saloon, 1939, late type model, with many identical features to post-war Rover, rumbleseat, etc., attractive Rover green finish, coachwork and chrome in excellent condition, quiet smooth engine giving a quality of performance usually associated with a much higher hp car; exceptional value, £645.
CAMDEN MOTORS.—Rover 10hp saloon, 1956, 4-door model with full de luxe equipment, excellent condition for the year, £545.
CAMDEN MOTORS.—Rover 12hp saloon, 1947, fitted heater, nylon lose covers, etc., maintained and serviced by Rover specialists, including very recent complete checkover to engine and chassis, superb condition; £1,095.
CAMDEN MOTORS.—Rover 12hp saloon, 1946, black, brown leather, fitted H.M.V. radio, very moderate mileage, exceptional value at £995.
CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1939, late property of local bank official, original maker's finish in attractive Rover green, carefully used, new set of Avon tyres; £695.
CAMDEN MOTORS.—Rover 14hp saloon, 1947, black, fawn interior, fitted radio and all new tyres, a very attractive bargain at £995.
CAMDEN MOTORS.—Rover 14hp saloon, 1939 (late registration), immaculately refinished in Rover grey with all chromium parts replated, interior retrimmed with new pile carpets, etc., works reconditioned engine fitted which has only done 750 miles since installation, the whole car being in very fine condition indeed; £795.
CAMDEN MOTORS.—Rover 14hp saloon de luxe, similar model to above, finished black with brown leather, very good all-round condition, fitted radio and all new tyres; £695.
CAMDEN MOTORS.—Rover 14hp sportsman's saloon, 1950, the very desirable 4-light model, attractive two-tone lines and typical Rover sports performance, disc, etc., exceptional opportunity at £545.
CHOICE of nine other 1938/9 models.
CAMDEN MOTORS.—Rover 14hp sports saloon, 1935, with external rear boot and similar lines and features to 1939 model, very good performance; £275.
CAMDEN MOTORS.—Rover 75, see our separate advert. under Rover 75.
CAMDEN MOTORS.—Rover 16hp sports sln., 1938, Rover green with grey leather, fitted heater, passlights, etc., five new Avon tyres; £585.
CAMDEN MOTORS.—Rover 16hp saloon, 1947, beautiful Rover green finish with interior to match, serviced solely by main distributors since new, tip-top condition; £1,075.
CAMDEN MOTORS.—Rover 20hp sportsman's saloon, one owner only since new, superb appearance and in mechanical order which leaves little to be desired, over £60 extras; £725.
CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of 400 cars; hire purchase, part exchanges; free delivery anywhere in the United Kingdom; fares refunded in full to purchasers from any part of the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [2538
1936 Rover sports saloon de luxe bodywork exceptionally good, free from rust, very clean interior, genuine; £335.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common Battersea 5575. [8357
R. P. POWELL MOTORS, Ltd., for Rover Cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701

Rover Cars Wanted

CM
THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971
HENLY'S, Ltd.,
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
GREAT West Rd. (Ealing 3477.)
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLY'S Ltd. England's Leading Motor Agents. [0030

Rover Cars Wanted

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.
COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242
CASH immediately for good Rover.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2741
ALMOST new Rover required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 6488.
BRITISH & COLONIAL MOTORS, Ltd., require good Rover cars.—Upper St. Martin's Lane, W.C.2. Tem. 3566.
JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0616
ALBONS of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Rover from 1937 onwards.—Wembley 8691-2. [0776
BLAKES, Rover agents, will purchase any post-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622.
CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2268.
ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28627-8. [0215
MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0709
DAVID ROSENFIELD, Ltd., Rover distributors, are anxious to buy small mileage out-of-covenant Rovers, 1946-7-8, Deansgate, Manchester. Tel. Deansgate 5455. [0554
CLARKE & SIMPSON wish to purchase the best examples from 1937 onwards.—73, 79, Cadogan Lane, Sloane Square, London, S.W.1. Tel. Sloane 4727. [0565
RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any model, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0871

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047
R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover cars, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0403
DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Chestham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

SINGER

HA. SAUNDERS, Ltd., offer:—
1950 Singer S.M. 1500 saloon, black with beige leather interior, 6,000 miles; £1,195.
836—842, High Rd., N.12. Hillside 0024. [2146
PALMERS MOTORS, Ltd., offer:—
1939 Singer 4-seater tourer, excellent condition; £350; exchanges, terms.—55, York St., Twickenham. Popesgrove 1890. [1878
DJ. SHEPHERD & Co. (ENFIELD), Ltd.
1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £745.—D. J. Shepherd & Co. (Enfield), Ltd. 435, Hertford Rd., Enfield. Howard 1631. [6232
1950 (April) S.M. 1500 Singer, beige, cream leather, 24,000 miles; £965.
EVAN WILLIAMS, JNR. (CARDIFF), Ltd., 476b, Cowbridge Rd., Cardiff. Tel. Llandaff 514. [2024
1948 Singer 10 saloon, black, one owner; £650.—Grove Motors, North Rd., Southall 3477. [1220
1949 Singer 10 saloon, 14,500 miles, owner driver; £750.—Tel. Thanet 22919 between 5 and 6 p.m. [2060
SINGER saloon, 1949, S.M. 1500, 32,000 miles, carefully used, chauffeur maintained; best over £850.—Jack 4625.
ROYS AUTOMOBILES, Ltd., offer 1950 S.M.1500 Singer, beige, 10,000-odd miles; £995.—127, Parkway, N.W.1. Euston 2700. [2610
GOLDERS GREEN.—H. A. Saunders, Ltd.—1950 S.M. 1500 saloon, blue/beige leather, heater, radio, 8,000 miles; £1,195.—144, Golders Green Rd. Spe. 0011. [2104
1947 Singer 10 saloon, black, brown leather; £650.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [6009
1950 S.M.1500 saloon, heater, loose covers, 14,000 miles; £1,045.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3566. [2434
1947 Singer 10 sln., one owner; two cars; £585 and £650.—Smith & Hunter, Ltd., 276, Kensington High St., London, W.14. Tel. Western 2312. [2656
TANKARD & SMITH, LTD., offer 1958 Singer 9 saloon de luxe, finished in maroon with brown leather upholstery; £350.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [6017
1950 (Aug.) Singer 1500 saloon, beige, heater, one owner, low mileage, as new throughout; £1,150.—Wembley Court Motors, High Rd., Wembley Arnold 5221-2. [8228
H. F. EDWARDS offer 1949 Singer Super 10 saloon, black, brown leather, fully equipped, luxurious and immaculate car, thoroughly recommended, written guarantee; £795; terms, exchanges.—Below.
H. F. EDWARDS offer 1958 (June) Singer 9 sunshine saloon blue and chromium, blue leather, immaculate appearance, particularly attractive car, thoroughly recommended, written guarantee; £295; terms, exchanges.—154, Gt. Titchfield St., W.1. Langham 0012. [9407

SINGER

SINGER Super 12, 1939, one owner from new, only 36,000 miles, spotless condition, unbelievable in a pre-war car; £625.—Midland Motor Co., Traffic St., Derby. Tel. 45614. [2195
1950 (reg. Oct., '49) Singer S.M.1500 saloon, blue, beautiful condition throughout, loose covers fitted; £1,075.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3409. [7632
MANCHESTER, South Lancashire, North Cheshire; specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080; Deansgate, Manchester. Deansgate 4307. [0394

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Singer from 1937 onwards.—Wembley 8691-2. [0777
RAYMOND WAY, the hire-purchase specialists, are still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0872

Singer Spares and Service

THE North's premier Singer spares stockists, Coulthurst & Grimshaw, Ltd., Whalley New Rd., Blackburn, Lancs. Tel. 48091/2. [7970
AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754
GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.
E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274/5/6. [0517
SINGER spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 3614. [0219

SPORTS CARs

SSIMMONS OF CROYDON.
1939 M.G. T.A. Salmon-Tickford drop head, fitted radio, superb mechanical condition, bodywork and upholstery in very reasonable condition throughout; £425.
ALFA-ROMEO Tipo 6c 1500cc, single overhead cam, foursome drop head coupe by Young of Bromley, condition leaving something to be desired, although cannot be termed rough; £185.
ALLARD 1948 series K 2-seater Roadster, absolutely immaculate, 26,000 miles since new, one owner; £685.
BENTLEY 4½-litre competition 2-seater, ex-team car chassis, completely rebuilt, £10 tax, special B.S. box, electric rev counter, etc., over 100mph on test, one of the finest Bentleys it has ever been our pleasure to handle; £405.
HISPANO-SUIZA (1936) 37.2 sedanca de ville by Saoutchik of Paris, completely mechanically rebuilt throughout regardless of any monetary consideration, this is reputedly the ex-Madame Lupescu Hispano and is one of the most magnificent carriages ever conceived by a master craftsman.
SUNBEAM 2-seater 3-litre twin cam sports tourer, cut and shut chassis, good all-round weather equipment, well shod and in superb mechanical fettle; £250.
PHOTOGRAPHS and details of the above cars will be forwarded upon request.
SIMMONS OF CROYDON, Head Office, 101A, Tamworth Rd., West Croydon.
TEL. Croydon 1537. [2723
BLAKES
THE Northern Sport and
RACING Car Specialists, offer
1949 Morris Minor saloon, fitted with Shorrocks supercharger, maroon with fawn upholstery, one owner, speedo reading 13,000 miles, fitted with twin wipers and Mellotone horns; this car gives 30mpg and a maximum speed of 80mph, with amazing road-holding; £850.
1939 Brough Superior de luxe 5-str. drop head saloon, body entirely re-cellulosed in beige and re-chromed, fitted with loose covers, Ace discs, twin trumpet horns, etc., mechanically very good, brakes and clutch relined, a very imposing car; £550.
1949 M.G. T.C. 2-str., in immaculate condition throughout, one owner from new, speedo reading 18,000 miles, finished in black with red upholstery and fawn hood, a really beautiful specimen; £975.
1950 Morgan 4/4 sports 2-str., racing green with black hood and leather, one owner, speedo reading 10,700 miles, perfect condition, fitted with spotlight, twin Marchetors, etc.; £625.
1925 Bentley 3-litre Red Label 4-str. Vanden Plas tourer, black with red upholstery, new side-screens, good tyres, battery, etc., mechanically excellent, having had complete overhaul in 1948, unmodified and original in every way; £575.
BLAKES.—Buy and sell racing and sports cars of all types, specialists in vintage Bentley; write for list and quotations.
J. BLAKE & Co., Ltd.,
110 Bold St., Liverpool.
ROYAL 6622. 'Grams: "Autocar, Liverpool." [2304
MERCURY offer:—
M.G. K.2 2-seater, reputed ex-works car, fitted with M.G. T. type body and in super condition, bronze head, preselector box, 15in alloy brakes, divided track rod, Le Mans guards, twin exhaust, fold-flat screen, rev counter, head lamp stoneguards, new all-weather equipment, a very fast car for touring or sports car racing; £325.
CHOICE of over a dozen good clean sports cars for sale.
IF you wish to sell your sports car contact us first for the best possible offer.
TERMS or exchanges with pleasure.
MERCURY MOTORS, 383, Northolt Rd., South Harrow. Byron 2057. [2717

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

B. & G. MOTORS offer:—

£165—Singer 9 open sports 4-seater, black, this car is taxed and has been kept extraordinarily well, the appearance is immaculate and it is in our opinion exceptionally mechanically.

£150—Singer 9 open sports 4-seater, taxed, pale blue, similar to above and once again mechanically beautiful but the cellulose is definitely not as good as on the one above.

£140—Hillman 10 open sports 2-seater, black, a really sound car of most pleasing appearance, is fast, economical and dead reliable, has foldflat windscreen and all the usual gubbins.

TERMS; many other sports cars in stock.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [2356

BRIDGE GARAGE offer:—

£155—Morris 8 chassis, in excellent condition, fitted new works engine and gearbox, guaranteed, suitable sports body or utility.—Kingston 5995. [2050

CHIPSTEAD MOTORS, Ltd.

SEE under following classifications: Frazer Nash-B.M.W. Jaguar 100. Delage. Delahaye. Hotchkiss. Mercedes.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154. [9062

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seaters far above average condition; please telephone for details of current stock, including:—

LVIS 1935 Speed 20 2-4-seater.

ASTON MARTIN, 1935 (Oct.), 1½-litre Mk II long wheelbase saloon.

BUGATTI, 1936, Type 57 drop head, mint condition.

ROLLS-ROYCE 1935 Phantom II Hooper Continental 4-door-driver saloon, genuine 79,000 miles, always works maintained.

SUNBEAM-TALBOT 1946 utility, 26,000 miles.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and treated most immediately.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [9795

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £400.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150yds. Kilburn Park Station, Bakerloo Line). Mai. 6044 (10 lines). [0027

M.G. 6hp 2-str. sports, immaculate.—Ron McKenzie, Sale 1901, nr. M/Cr. [2864

PERFORMANCE CARS, The Windmill Garage, Great West Rd., Brentford, Middx. Ealing 6641.

ONLY three minutes from Northfields Tube Station, Piccadilly or District lines.

R.A.C. repairs, A.A. appointed garage, member M.A.A.; specialised repairs, coachworks; modern service station.

WE offer from stock with three months' written guarantee the following cars:—

ALVIS Speed 20 drop head foursome, 1934, £350; Alvis 12/70 sports saloon, 1937, £550.

ALVIS Silver Eagle 17hp saloon, 1935, £155; Aston Martin Bertelli, 1933, £195.

ALFA-ROMEO 1750 twin cam saloon, £275; A.C. 16-80 tourer, 1937, £325.

BENTLEY 4½-litre tourer Vanden Plas, £10 tax, £425; Bentley 4½ drop head, £565.

BENTLEY 4½-litre Roadster, 1928, £225; 4½-litre Bentley coupe, 1931, £295.

BENTLEY Red Label Vanden Plas tourer, 1926, £295; Gurney Nutting Blue Label tourer, 1925, £275.

FORD V.8 model 91A drop head, 1939, £475; 1947 Prefect, 22,000 miles, £625.

FORDSON 10-cwt van, 1948, £345; 1948 V.8 truck, £50; (both surplus requirements).

FRAZER NASH-B.M.W. type 55 saloon, 1936, £250; Frazer Nash Roadster, £125.

HOTCHKISS 3½-litre coupe, 1937, £595; 2¼-litre M.S.100, 1936, £450.

INVICTA 4½-litre drop head, 1932, £275; Invicta 1½-litre tourer, 1932, £265.

LAGONDA 4½-litre tourer, 1934, £395; Lagonda 3-litre saloon, 1932, £175.

M.G. T.D. Roadster, 1950, £990; M.G. T.C. Roadster, 1949, £775.

M.G. 2-litre drop head, 1939, £465; M.G. 2-litre saloon, 1937, £345.

M.G. Magnette tourer, 1936, £275; P.A. 8hp tourer, 1934, £265.

MORRIS 8 tourer, 1938, £275; Morris 12hp saloon, 1936, £275.

ROVER Speed 20 saloon, 1937, £525; 1935 Railton drop head, £295; Studebaker 26hp drop head, 1937, £225.

RILEY Redwing saloon, £45; 1931 Delage saloon, £95; 1931 Chrysler drop head, £145.

STANDARD 12 drop head, 1939, £565; Standard 8 drop head, 1939, £525.

TALBOT 110 special coupe, 1936, £295; Talbot 75 Airline saloon, 1935, £225.

TALBOT 18hp saloon, 1933, £125; Talbot 14hp saloon, 1935, £65.

WILLYS 16hp saloon, 1938, £250; Buick 31hp cabriolet, 1936, £265; 1936 Packard drop head, £275.

WOLSELEY Hornet special, 1934, £235; Singer Le Mans tourers, 1935, £225, 1936, £265. [2860

£245—1935 S.S.90 sports 2-seater; unrepeatable bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

£240—Austin Nippy sports 1936, recently rebuilt as necessary by Cambridge Engineering, finished, superb condition.—Tudor Close, New Rd., Tadworth, Surrey. Tadworth 2069.

3-litre Lagonda saloon 1934, absolutely exceptional condition, cruises 75mph, 19mpg, recent bills £75 shown, 4 new tyres, 2 spares, manual included; £350.—White, Osborne House, Beverley, Yorks. [2667

SPORTS CARS

POTTER, RICHARDS & CARR offer choice of Rolls-Royce, Allard, Rover, Lea-Francis, Lagonda, H.R.G., Alfa-Romeo, Lancia, Renault, Buick, Mercedes, Riley, Packard, Bugatti. [6475

LAGONDA 3-litre, 1931, 4-seater tourer, recent overhaul costing approx. £250, recellulosed; £325.

ALFA-ROMEO, 1933, 1750 chassis with fixed head coupe body, fitted with modern 28hp Nash engine; £525.

ATTRACTIVE prices; part exchanges, h.p. terms.

FOR details Tel. Kensington 6955 or letters only to R. Richards, 62, Princes Gate Mews, S.W.7. [6656

JAGUETTE. Gordon Parker's famous special winner of nineteen awards this season, holder of Brighton supercharged sports car record and many others, complete with sports and racing equipment; £650 or near offer.—Gordon Parker, Shofne Mead, Shorne, Gravesend, Kent. [1966

RICHARDS & BROWN offer: M.G. P.B. open 4-seater, two owners since new, £295; M.G. N.A. Magnette 2-seater, Scintilla, 600×16 rears, £285; Lancia Aprilia saloon, £695; Singer 8 saloon, £60; Ulster Austin, £125.—2, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 7467 and 6479.

ANTHONY CROOK offer 1950 Le Mans replica Frazer Nash 2-seater, low mileage car; hardly raced; 1947 Healey 2-seater sports, £895; also the famous "Appleton" special 1,100cc single-seater, holder of numerous records pre-war; bargain £750; Veritas Meteor post-war 2-litre B.M.W., import duty and purchase tax paid, 180mph 2-seater; £2,000.—Anthony Crook, Ltd., Caterham Hill, Surrey. Tel. 2232-3. [6646

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [1502

BARTLETT.—We are interested buyers of all sports cars.—27a, Pembridge Villas, W.11. [1502

RILEY 1½-litre 4-cylinder Sprite or T.T.—Fisher, 81 "Eversley," Brampton, Newcastle, Staffs. [8694

PERFORMANCE CARS of The Windmill Garage, Great West Rd., Brentford, London, W.5. (Tel. Ealing 6441.) [2270

RILEY 9, about 1933; also J- or P-type M.G. or similar.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001.

SIMMONS, of Croydon, are buyers of all good condition sports cars for immediate cash.—101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [7492

POST-WAR Continental convertible or drop head, reasonably low mileage, Alfa, Ferrari, Delahaye, Delage or what have you.—Gill, 105, Oakley St., Chelsea. [2725

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

S.S.

1935 S.S., fitted Fiat 12hp engine, 28mpg, low oil, new tyres, battery; £180 or offers.—Flaxman 2087. [2178

1934 S.S. 16 saloon, excellent mechanical order, good coachwork; £155.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184 10 a.m.-7 p.m. [1924

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0968

STANDARD 8

NEWNHAMS, Ltd.

1947 Standard 8 saloon, grey with blue upholstery, exceptional condition; £525.

NEWNHAM MOTORS, 7, Hammersmith Rd., London, W.6. Riverside 4646. [7693

A.Z. MOTORS for Standard 8 bargains:—

1948 Standard 8 sal., as pretty as a picture; £525.

1946 8 d/h coupe, 22,000 miles, one owner; £450.

1940 and 1939 8hp saloons from £325.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723.

1946 Standard 8 tourer, grey, in very good condition; £450.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6512

£525—Standard 8 tourer, 1948, black, particularly good car.

STARNE MOTORS, Standard and Triumph specialists, 105, Cricklewood Broadway, N.W.2. Gladstone 2480. [6557

STANDARD 8hp 1947 model tourer, recently resprayed and very good mechanically; £465.

ENTERPRISE GARAGE, Sturry Rd., Canterbury. Tel. Canterbury 4285 [2017

1947 Standard 8hp saloon de luxe, black, brown interior, immaculate car in every respect; £510.

WALTON-ON-THAMES MOTOR COMPANY, Ltd., Walton 200. [2396

1948 Standard 8 drop head coupe, new engine; nearest £550.—Bus. 1200, ex 271, evenings. [2682

1946 Standard 8 saloon, black, leather upholstery, nice condition, good tyres, one owner, low mileage £525.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 3062. [7499

£450—1946 Standard 8 saloon, grey, blue leather, good condition, 27,000 miles, one owner.—Ealing 5152. [2687

1939 Standard 8 drop head coupe, in excellent condition throughout; £525 or near offer.—Ravensbourne 0955. [2696

1947 Standard 8 drop head coupe, grey/blue, one owner, excellent condition; £485.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [2729

1948 Standard 8 tourer, black, as new; £535.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-4. [2991

395gns.—Standard 8, 1946 (reg. 1949), tourer, black, fawn leather, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2689

STANDARD 9

1948 Standard 9 tourer, 5 months' guarantee; £495.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [6875

535gns.—1947 Standard 8hp saloon de luxe, only 14,000 miles, immaculate condition.—Taylor, 37, Elvaston Place, S.W.7. Western 0469. [9304

1947 Standard 8 saloon, immaculate condition; £535.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-4. [4990

1939 Standard 8 saloon, black, mechanically reconditioned, paintwork very good, any trial; £575.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [3722

GLANFIELD LAWRENCE offer: 1939 Standard 8 saloon, maroon, brown leather, new head lining, excellent condition throughout, £385.—407, High Rd., N.12. Finchley 0091. [2615

1948 Standard 8 coupe, black, brown leather, immaculate; £595.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-4. [1279

1939 April Standard 8 saloon, one owner since new, genuine mileage only 26,461, original condition throughout, bargain, £525.—548, King St., Hammersmith. Riv. 2857/8. [2410

550gns.—1947 (Sept.) Standard 8 saloon, black, grey leather upholstery, lovely condition throughout; £195 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [5447

'40 Standard 8 tourer, hood, curtains perfect, five new tyres, condition equal '47 job, fitted heater, locking brakes, new dynamo; offers, £550.—Warren, 37, Queen St., Redcar, Yorks. Redcar 506. [2675

STANDARD 9

£345—Standard 9 1938 2-dr. sln., original cellulose, exceptional mechanical order; choice 3. Many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat., 9-6. (50yds Holland Park Tube.) [1991

STANDARD 10

C & S MOTORS offer:—

THREE months' written guarantee, 1938 Standard Flying 10, 4-door saloon, grey/red leather all in first-class condition; car has just been recently overhauled and is offered with every confidence; £350 or £125 deposit.—Duddon Hall Lane, London, W.10. Gladstone 8605 [9446

1939 (July) Standard Super 10 de luxe, 4-door saloon, independent front wheel suspension, black, red hide upholstery, a specimen car; £495.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 3062. [9360

STANDARD 12

1946 Standard 12 saloon, excellent order.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5268. [8157

1947 Standard 12hp saloon, black, brown interior, exceptional condition throughout; £725.

COLES GARAGE, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [1716

1947 Standard 12 saloon, reconditioned engine, just fitted in our works, black, leather upholstery; £795.

FERRARIS of Cricklewood Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [9426

1934 Standard 12 saloon, very good mechanical order; very fair coachwork; £125.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m. to 7 p.m. [6634

£425—1939 Standard Super 12 de luxe saloon, excellent condition, similar to post-war model.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2920

STANDARD 12, 1946 (Dec.), grey, sliding head, this car has been carefully used by one owner and is in perfect condition, new tyres and battery; £675.—1st owner, Orpington 3208. [2354

£235—1935 Standard Avon special sports 12/4 coupe, cream, red hide interior, very clean condition, good tyres, excellent runner; bargain.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [8652

£275 or near offer.—Standard 12 (May 1937), recently fitted reconditioned engine, steering and brakes completely overhauled, body recellulosed.—To view, apply Borough Engineer, Town Hall, Palmers Green, N.13. [3062

WALTER SCOTT, Ltd.—1948 Standard 12 drop head coupe, grey, carefully maintained, excellent condition throughout, one owner; £825; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube). Prt. 5914.

STANDARD 14

DICKS

1948 (September) Standard 14 saloon, as new, fitted radio, specimen car; £850.

DICKS CAR SALES, Ltd., 585-601, High Rd., Kilburn, Maida Vale 6888-9. [7479

BOON & PORTER, Ltd.

1948 Standard 14 saloon, grey with blue leather upholstery, 24,000 miles; £850.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [2163

1947 Standard 14hp drop head coupe, colour grey; £765.

EVANS & O'MALLEY, Ltd., Lowndes Square, Knightsbridge. S.W.1. Sloane 1359. 1709. [1685

1948 Standard 14 saloon, one owner, low mileage; £855; terms, exchanges, etc.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Balham 3280-3709. [2209

259gns.—1939 Standard 14 de luxe saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [2795

26/11/47 Standard 14 de luxe saloon black with dark green, like new; £795.—Central Motors, 14, Harrow Rd., W.2. Pad. 0766. [2207

CASS'S MOTOR MART.—1948 Standard 14 saloon, black, super condition; £895; written guarantee.—5, Warren St., W.1. Euston 3523. [7498

1947 Standard 14hp saloon black, fawn upholstery, one owner; £765.—Vanderveld (Buyers of Good Used Cars) 215, Haverstock Hill, N.W.3. Primrose 4441. [1291

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 14

1947 Standard 14hp saloon, registered September, black, reg upholstery, one owner, perfect condition. £775.—Haward, Ashleigh, Stanstead Rd., Hoddesdon. [5782

1948 Standard 14, black, red leather, radio low mileage, as new; £895.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [1280

'37 Standard 14 saloon, genuine mileage 41,000, £117 overhaul, 5,000 miles, equal post-war; offers, £350; 28 miles gallon.—Warren, 37, Queen St., Redcar, Yorks. Redcar 506. [2672

STANDARD 20

STANDARD 20 Flying saloon, 1936; £329; perfect condition, like new car.—Captain Hutchinson, Maida Barracks, Aldershot. [2174

GATEHOUSE offer: 1936 Standard 20 saloon, black; £365.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [2641

STANDARD VANGUARD

DICKS.

1949 Vanguard saloon, fitted radio and heater; £1,025. [1743

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9.

BASIL ROY, Ltd.

1949 Vanguard, excellent condition, radio and heater, tax paid; £995.—161, Great Portland St., W.1. Langham 7733. [1262

WARWICK WRIGHT, Ltd., offer:—

1950 Standard Vanguard saloon, grey, grey leather, 8,000 miles. [1468

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.

WARWICK WRIGHT, Ltd., offer:—

1950 Standard Vanguard saloon, grey, grey leather, 8,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2769

1949 Standard Vanguard, grey, leather, fine condition.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [9072

GORDON CARS (LONDON), Ltd.—1950 Standard Vanguard saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard saloon, bronze.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [2471

1950 Standard Vanguard saloon, pale blue beige leather, heater, 9,000 miles, one owner.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [2265

1949 Standard Vanguard, radio, heater, leather, nominal mileage; £965; terms, exchanges.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3152. [2589

1950 Vanguard, 9,000 miles, exchange Armstrong drop head or Typhoon.—Goddard, Derwent 4776. [2049

1950 Standard Vanguard saloon, black, speedometer 9,000, car in very good condition; £1,095.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1862

1949 Standard Vanguard saloon, excellent condition, 16,000 miles; terms, exchanges; £1,025.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [2371

1950 Standard Vanguard saloon, 6,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4254, 5506. [2124

GOLDERS GREEN.—H. A. Saunders, Ltd.—1949 Standard Vanguard, grey/red; £1,075.—144, Golders Green Rd., Spe. 0011. [2102

1950 (June) Standard Vanguard, finished in blue with red leather upholstery, radio and heater, 10 000 miles; £1,295.

MASON BROTHERS (Motor Showrooms), 151-155, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. [7413

1950 Standard Vanguard Estate car, 9,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. [2440

1950 Vanguard saloon, black, green leather, excellent condition; £1,100.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [1641

1950 Vanguard saloon, 7,000 miles, as new; £1,295.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221, Mal. 1627. [5630

1950 (August) Standard Vanguard saloon de luxe, leather, heater, small mileage; £1,195.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [4923

1949 (Nov.) Standard Vanguard saloon, 15,000 miles, Bonhier and Pattenden, Ltd., Chapel Field Rd. Garage, Norwich. Tel. Norwich 24184/5. [2070

1950 (July) Vanguard, comet blue, heater, H.M.V., red leather, 6,000 miles, one owner, as new; £1,250.—Rushton, Hendon House, Ashby-de-la-Zouch. [1646

1949 Standard Vanguard, green, with grey leather, H.M.V. radio and heater, 16,000 miles, immaculate condition; £895.—A. Owen, Tulse Hill 6297. [2484

1950 Vanguard, grey, fawn interior, one owner; £1,050.—Hendon Central Garage, 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [2323

STANDARD Vanguard car, absolutely as new, 2,000 miles only, owner driven, dove grey with red leather interior, fitted heater and radio, latest type.—Apply Box 4696. [1975

1950 Standard Vanguard saloon mileage 5,000, black, red leather heater; trade enquiries welcomed.—H. C. Paul, Ltd. 32, Bruton Place, W.1. Mayfair 0821-2. [7236

1949 (December) Standard Vanguard, black with navy blue upholstery, one careful owner, 13,000 miles, original Dunlops, H.M.V. radio, heater and air conditioner, beautiful condition throughout; £995.—JOHN JORDAN, Laburnum Rd. Garage, Sandy, Beds. Tel. 64. [2585

STANDARD VANGUARD

£985—June 1949 Vanguard, in black, with red upholstery, a really fine car, nominal low mileage, serviced by distributors every 1,000 miles, data and service charts available.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue; hire purchase, part exchanges; free delivery; showrooms open till 8 p.m. from Monday to Saturday. [2554

1949 (November) Standard Vanguard saloon, leather upholstery, genuine mileage 8,000; this car is really in as new condition; price £1,075.—Tel. Lee Green 0384. [2644

1950 Standard Vanguard saloon, 14,500 miles, green, fitted loose covers; £1,150; hire purchase and exchange arranged.—Golly's Garage, Earls Court Rd., S.W.5. Frobisher 0065. [8906

1950 Vanguard estate car, grey, red leather, under 5,000 miles, absolutely as new throughout; owner emigrating; £1,350.—Jarvis, Bank House, New Romney, Kent. Tel. Littlestone 359. [2690

AUGUST, 1950, Vanguard, one owner, H.M.V. radio and heater, leather, fitted loose covers, 11,072 miles, absolutely as new; £1,250.—Blue Star Garages, Ltd., 364, Kensington High St., W.14. (Western 9851/2). [2401

1950 (July) Standard Vanguard saloon, colour comet blue, red leather upholstery, fitted heater, mileage 9,200, one careful owner, car is in immaculate showroom condition; £1,175.—Holmes & Macarthy, 31, Chase Side, N.14. Tel. Palmers Green 6681. [2498

1949 Standard Vanguard saloon, black with brown upholstery, heater, fog lamp, speedometer reading 12,320, 1st road, 5.10.49, superb car in new condition; £1,175; any good post-war car considered in exchange.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [2404

ROSE & YOUNG, Ltd., offer 1950 Standard Vanguard, low mileage, exceptional condition, loose covers, etc., maroon; £995.—65-69, Stanhope Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [2581

895 gns.—Standard Vanguard, March, 1949, saloon, champagne, brick-red leather, radio, one careful owner, excellent condition, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2386

1949 Standard Vanguard saloon, green/green leather, one owner, radio, heater, specially fitted centre armrest, works replacement engine fitted under 6,000 miles, good tyres, very clean, any inspection or trial; £995.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [9977

1949 Vanguard saloon, fitted radio, heater, coachwork immaculate, spotless leather upholstery, performance, mechanical condition, beyond criticism, irreproachable throughout, exceptional value; 925gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [1112

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6068-9. [0052

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

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THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.

RS

RS

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

URGENTLY need post-war Standard.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0751

CASH immediately for good Standard.—H. F. Edwards, 154 Gt. Titchfield St., W.1. Langham 0012. [2745

ALMOST new Standard required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4489. [0960

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 6000.—Seven Sisters Rd., Tottenham, N.15. [0161

CASH buyers of low-mileage Standard 12s, 14s, Vanguards, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0601

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition.—May 3051. [6929

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0216

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2480. [0431

FREE valuation of your Standard within 50 miles London or at Tankard & Smith, Ltd., 194-198, King's Rd., London, S.W.3. Tel. Flaxman 4801 (5 lines). [2334

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd. (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [2140

Standard Spares and Service

S&T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

Standard Spares and Service

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Grange, N.5. Canonbury 3190. [0294

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [1035

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0219

STANDARD spares, all models from 1935; replacement units, complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5891. [5919

RECONDITIONED and guaranteed engines fitted, quick service, all models 1939-48.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3409. [5483

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5322). [0359

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0479

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Orimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston, Kin. 3151-4. [0286

K. J. MOTORS, Ltd., have available for immediate delivery, reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Ray. 3456-7-8-9. [0367

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guaranteed three months; Girling and Bendix stockists, Arcadia Ave., Finchley, N.3. Finchley 5906/9. [0002

STUDEBAKER

DICKS.

1937 Studebaker, 26hp, drop head foursome coupe, recent engine overhaul, good tyres; £375.

DICKS CAR SALES Ltd., 385-401 High Rd., Kilburn, Maida Vale 6888-9. [9452

SIMPSON'S MOTORS offer:—

1948 Studebaker Commander, electrically operated hood, all accessories; for full list see under American Cars.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [0638

STUDEBAKER Commander saloon, Aug., 1939, fitted loose covers, radio, excellent all-round condition, tyres as new; £445.—Wilsons, 20, High St., Kingston 4141. [3355

1950 Studebaker Regal de luxe Champion power-operated convertible with every extra, right-hand drive, 5,000 miles, a superb car.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [2190

Studebaker Cars Wanted

SM

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists urgently require all models Studebaker Wembley 8691/2. [0673

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Studebaker. Tel. Wembley 8691/2 [0810

Sunbeam Spares and Service

COMPLETE CAR SERVICE Ltd., for personal attention to your Sunbeam.—Tulse Hill 4505. [0315

SUNBEAM-TALBOT

CAR MART, Ltd.

1950 Sunbeam-Talbot 80 drop head coupe, 13,000 miles; £1,325.

1948 Sunbeam-Talbot 2-litre tourer, six months' guarantee; £795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [2574

R. F. FUGGLE, Ltd.

1946 (December) Sunbeam-Talbot 2-litre saloon, granite grey with grey leather, 21,000 miles; £915.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685 [6804

BOON & PORTER, Ltd.

1948 Sunbeam-Talbot 10 saloon, black, mileage 22,000, exceptional; £895.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [2166

NORMAN AUTOS offer:—

1939 Sunbeam-Talbot 10 drop head coupe, most attractive; £425.—146-354, London Rd., West Croydon. Thornton Heath 4657. [2224

BROOKLANDS for Individuality.

1950 Sunbeam-Talbot 80 saloon, metallic green, speedometer reading 10,000.

1950 Sunbeam-Talbot 90 saloon, black, speedometer reading 4,000.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351/6. [2661

1950 Sunbeam-Talbot 90 saloon.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [2297

CHARLES FOLLETT, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, granite grey, maroon leather, one owner, 16,752 miles, maintained by makers; £1,275.

18 Berkeley Street, W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956/6. [2451

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

WARWICK WRIGHT, Ltd., offer:—

1950 Sunbeam-Talbot 80 saloon, gunmetal grey, grey leather, radio and heater, 9,000 miles.
1950 Sunbeam-Talbot 90 saloon, black, red leather, 200 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2775

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Sunbeam-Talbot 80 drop head coupe, 10,000 miles, as new; £1,295.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3.
1937 Sunbeam-Talbot 2-door saloon; £275.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1654. [2312

1948 Sunbeam-Talbot 2-litre saloon, black, genuine low mileage, one owner only.
RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-5-4. [2264

1950 (May) Sunbeam-Talbot 90 sports saloon, genuine mileage 12,800; £1,500.
E.C.P. (ENGINEERS) Ltd., Wharf Rd., Stamford. Tel. 2587. [1985

1949 Sunbeam-Talbot 90 saloon, satin bronze, red leather upholstery, good tyres; £995.—Hoo 2554. [2356

1950 Sunbeam-Talbot saloon, 6,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4834, 3406. [2126

1939 Sunbeam-Talbot 4-litre sportsman's saloon; best offer.—Page, Solicitor, Ilkeston, Derbyshire. Tel. 311. [2674

1949 saloon, 8,000 miles only, maintained by us; £1,225.—Offord, 154, Gloucester Rd., R.W.7. Fremantle 0051. [1092

1947 Sunbeam-Talbot 10 drop head coupe, one owner, radio, mileage 20,000, perfect; price £750.—Tel. Lee Green 0588.

1950 (July) 90 saloon one very careful owner, H.M.V. radio, heater, etc.: £1,565.—Mitchell, 1, Balham High Rd., S.W.12. [1860

1946 Sunbeam-Talbot 10hp drop head foursome coupe, exceptional condition; £695.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [2295

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon 1959, black, with brown leather interior, sun roof, excellent tyres, very sound condition throughout; £545.
CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon de luxe 1959, very attractively finished in satin bronze, with fawn leather interior, carefully maintained and in excellent condition; £595.
CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon 1959, most immaculate black finish, with fawn leather interior, recently fitted new tyres; late property of one very careful and considerate owner; £635.
CAMDEN MOTORS.—Sunbeam-Talbot 90 foursome drop head coupe 1950, literally almost as brand new, unblemished bronze finish with immaculate leather interior, most attractively priced; £1,300.
CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of 400 cars; hire purchase, part exchanges; fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [2555

1950 (November, 1949) Sunbeam-Talbot 80 saloon gunmetal, as new throughout; one owner, £1,195.—Wembley Court Motors, High Rd., Wembley Arnold 5221-2. [2478

1949 Sunbeam-Talbot 90 saloon, under 13,000 miles, one owner, grey with grey leather upholstery, carefully serviced and maintained.—Offers to Tanner Bros., Ltd., 871-5, Fulham Rd., S.W.6. Renown 4494. [1860

1949 Sunbeam-Talbot 90 saloon, under 13,000 miles, one owner, grey with grey leather upholstery, carefully serviced and maintained.—Offers to Tanner Bros., Ltd., 871-5, Fulham Rd., S.W.6. Renown 4494. [1977

1948 (April) Sunbeam-Talbot 10 saloon, gunmetal, 19,000 miles, heater, maintained by makers in perfect condition; no dealers; £900.—Aroelectric (Switches), Ltd., Central Ave., West Molesey, Surrey. Molesey 4336. [2669

H. F. EDWARDS offer 1949 (April) Sunbeam-Talbot 90 saloon, metallic grey, grey leather, one ownership thoroughly recommended; written guarantee, terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. [2591

1950 Sunbeam-Talbot 80 saloon, 17,000 miles, nursed and in perfect condition, servicing invoices available, grey with matching hide and loose covers; £1,250; one owner.—Robson, 32, Bishopsford Rd., Morden, Surrey. Mitcham 2666. [2007

1950 Sunbeam-Talbot 90 saloon, satin bronze, red leather throughout, rim bellishers, overriders, heater, taxed, low mileage, one owner only, indistinguishable from new; £1,475.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451/2. [2798

Sunbeam-Talbot Cars Wanted

ROOTES.
DISTRIBUTORS.
REQUIRE modern low-mileage Sunbeam-Talbot cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3252.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly W.1. Tel. Grosvenor 5401. [0111

Sunbeam-Talbot Cars Wanted

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2742

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0802

CRIPPS, of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46381. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

Sunbeam-Talbot Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Sunbeam-Talbot spares, sales and service.—78-79, Pentonville Rd., N.1. Terminus 1001-7. [0365

TALBOT

£150—Talbot 75 saloon, late 1934, nice condition and appearance, good tyres, battery, gear box reconditioned.—7, Radcliffe Rd., Croydon 1503.

1938 Talbot sports tourer for sale, one owner, low mileage, new hood and curtains, recently refinished, owner going abroad; offers to—Eggar, Vine Cottage, Witley, Surrey. [2459

1938 Talbot 10 saloon, just reconditioned, silver gunmetal, in very good condition throughout any trial; £425.—Wembley Court Motors, High Rd., Wembley Arnold 5221-2. [2936

TALBOT 21 saloon, first registered 1956, but in almost post-war condition; this car was the property of a doctor, who maintained it in first-class condition regardless of cost, recently reconditioned black and in fine order throughout, £375.
ROBIN WOOD MOTOR WORKS, Crystal Palace, S.E.19. Sydenham 6500. [1663

245 sns.—Talbot 75, August 1937, 18hp de luxe 4-door saloon, black, sliding head, fawn leather, synchromesh, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2690

TANKARD & SMITH, Ltd., offer 1938 Talbot 3-litre saloon in black with grey leather upholstery, mechanically sound but coachwork shabby and not up to our usual standard; bargain, £325; three months' written guarantee; also 200 guaranteed used cars of all makes.—196, Kings Rd., S.W.3. Flaxman 4801. [2527

Talbot Cars Wanted

ROWLAND SMITH'S the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

CASH immediately for good Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2746

Talbot Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2931. [0762

TRIUMPH

DICKS.

1948 (November) Triumph 1800 saloon, superior condition; £1,075.
1948 Triumph 2000 Roadster, very low mileage, superb condition; £975.
DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6868-9. [2567

CAR MART, Ltd.

1950 Triumph 2000 Renown saloon, 8,000 miles; £1,625.—Car Mart, Ltd., 320, Euston Rd., N.W.1.—Euston 1212. [1196

NEWNHAMS, Ltd.

1949 (Sept.) Triumph 2000 Roadster, champagne with red upholstery, most carefully used, one owner.
1946 (October) Triumph 1800 saloon, black with beige, fitted radio, loose covers, excellent condition.
NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [2509

TOM GARNER, Ltd., offer:—

1949 Triumph 2000 Roadster, black with red leather, radio, 6,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2121

H. A. SAUNDERS, Ltd., offer:—

1950 Triumph Mayflower saloon, grey, radio and heater, 5,000 miles; £1,275.
836 842, High Rd., N.12. Hillside 0024. [2150

H. A. SAUNDERS, Ltd., offer:—

1950 Triumph Renown saloon, grey with grey leather interior, 10,000 miles; £1,495.
836 842, High Rd., N.12. Hillside 0024. [2155

WARWICK WRIGHT, Ltd., offer:—

1950 Triumph Renown saloon, maroon, red leather heater, 16,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5622

CHARLES POLLETT, Ltd., offer:—

£1,480.—Triumph Renown saloon, 1950, gunmetal, grey leather, one owner, heater, 26,000 miles, outstanding condition, reasonably priced and guaranteed.
18 Berkeley Street, W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936/8. [2456

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Triumph Renown saloon, 8,000 miles, fitted radio; £1,495.
1949 Triumph 2000 Roadster, faultless in every respect; £1,195.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [2750

TRIUMPH

CHARLES KICKARDS, Ltd. offer:—

1949 (Jan.) Triumph 2000 Roadster, Vanguard engine, finished champagne with brown leather, fitted heater, in excellent condition throughout and offered at the very competitive price of £975.
ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.
56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [2166

C.M.I. CAR SALES (Pri. 6623), offer:—

1950 model Triumph razor-edge saloon, black, chauffeur maintained, immaculate.—Swiss Cottage, Pinchley Rd. N.W.3. [1232

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1947 Triumph 1800 Roadster, polychromatic grey, blue interior, fitted radio, twin carouerettors, twin spotlights, etc., condition immaculate, taxed, £675.—D. J. Shepherd & Co., Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1651. [2236

WOKING MOTORS (MAYBURY HILL), Ltd., offer:

1948 1800 Triumph drop head coupe, colour metallic grey with blue leather, good tyres, taxed; £975.
1950 (Oct.) Triumph Mayflower saloon, guaranteed mileage 8,157, fitted radio and heater, spare unused, taxed; £1,195.—Woking Motors (Maybury Hill), Ltd., Woking 1926. [2320

ACE SERVICE STATION (LONDON), Ltd., offer:—

TRIUMPH Renown 1950, black, beige leather, 8,000 miles; £1,585.
NORTH CIRCULAR Rd., Stonebridge Park, N.W.10. A. Edgar 5555 (3 lines). [2786

1949 Triumph 2000 Roadster, terms; exchanges; £1,025.
GEORGE Newman & Co., 362, Euston Rd., N.W.1. Euston 4466. [2374

GORDON CARS (LONDON), Ltd.—1950 Triumph Renown saloon, grey.—Below.
GORDON CARS (LONDON), Ltd.—1950 Triumph Renown saloon, black.—Below.
GORDON CARS (LONDON), Ltd.—1950 Triumph Mayflower saloon, grey.—Below.
GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon, grey.—Below.
GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 roadster, grey.
GORDON HUGHES, 575, Euston Rd., London, N.W.1. Euston 6611. [2470

1949 Triumph Roadster, new engine, many extras; £1,100. Putney 6803. [2055

TRIUMPH Mayflower, black, heater, 10,000 miles; £1,200.—Duntelorne, Scuthorpe, Fakenham, Norfolk. [2172

1949 (September) Triumph 2000 saloon, metallic grey, 17,000 miles; best offer over £1,150 secures.
GREEN GARAGE (BEDFONT), Ltd., 641/3, Staines Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 2071/2/3. [2164

1938 Triumph 14hp saloon, black, leather upholstery; £550.—Bishop's House, Northampton. Tel. 4246. [2528

1949 Triumph razor edge saloon, grey leather, radio, nominal mileage; price £1,075.—Tel. Lee Green 0364. [2645

TRIUMPH (August, 1949) 2000 model, mileage 22,000, black, radio, loose covers and foglamp, tyres good; £1,225.
LANKESTER ENG. Co., Ltd., 39, Eden St., Kingston 3151-4. [2222

1939 Dolomite Continental 2-seater coupe, distinctive car, £595.—6, Cranley Mews, S.W.7. Kensington 8696. [2254

1949 Triumph 2000 saloon, metallic grey, 8,000 miles; £1,450.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 5051. [1624

1948 (December) Triumph 2000 Roadster, grey with red interior, low mileage; £1,075.—Winnbush & Co., Ltd. Abbey 6896. [2726

1939 (Dec.) Triumph 14 Vitesse 4-door saloon, sound order, tax, £295.—A.Z. Motors, Palmerston Rd., S.W.20. Mit. 4723. [2610

ROYS AUTOMOBILES, Ltd., offer: 1950 Triumph Renown, 12,000 miles, spare unused; £1,450.—127, Parkway, N.W.1. Euston 2700. [2609

1950 (June) Renown de luxe, black, heater, radio, one owner, immaculate condition.—Myles, 27, Westbank Avenue, Mansfield 925. [2701

1938 Triumph Dolomite sln., £60 overhaul; £510.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512. [2657

1950 Triumph Renown, 13,000 miles; £1,425.—Clayton's Cars (London), Ltd., 557, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [2257

1939 Triumph New 12 saloon, black, alleged 51,000 miles genuine, two owners; £575.—Silverthorne Motors, Ltd., 1015, Pinchley Rd., N.W.11. Meadway 2286. [1708

1946 Triumph 1800 saloon, first registered Nov., '46, one private owner, excellent condition; £625.—Walton Service Garage, Dorset Mews, Wilton St., S.W.1. Sloane 2259. [2456

1949 Triumph 200 razor edge saloon, grey, grey leather, exc. cond. 20,000 miles, fitted radio; £1,175.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5336. [2114

1950 Triumph Mayflower saloon, first registered 12.10.50 finished in black with red leather upholstery, fitted heater, one owner, 1,800 miles only, absolutely as new throughout.
ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [2268

1950 Triumph Mayflower, 4,000 miles, finished in black with beige leather, radio, heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [2592

1950 Triumph Renown, 5,000 miles, finished in grey with grey leather, radio, heater.—Lamb's, Ltd. Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [2593

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1950 (May) Triumph Renown saloon, black, low mileage, regularly serviced, in excellent condition; one private owner.—Apply Peper Harow Estate Office. (Tel. Godalming 147). [2462

WALTER SCOTT, Ltd.—1950 (October) Triumph Mayflower, black, H.M.V. radio, heater, 6,000 miles unmarked; £1,175; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Prl. 5914. [2340

TRIUMPH razor edge saloon, March, 1948, 18,250 miles, black, scrupulously maintained and in immaculate condition; £1,125 or near offer.—Ridan, 5, Cranbrook Drive, Esher, Surrey. Emberbrook 1287 (evenings). [2004

1949 Triumph 2000 Roadster, grey/grey leather, radio, 19,000 miles, exceptional condition throughout; any inspection invited; £1,095.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [2976

1950 (October) Triumph Mayflower saloon, finished grey, H.M.V. radio and heater, 6,500 miles, a faultless car; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [1531

H. F. EDWARDS offer 1950 (April) Triumph Renown saloon, gunmetal grey, grey leather, loose covers, speedometer reading 6,466 miles, one ownership, outstanding, thoroughly recommended; written guarantee; terms, exchanges.—28, Upper High St., Epsom 9400. [9588

H. F. EDWARDS offer 1949 (August) Triumph 2000 Roadster, metallic grey with red leather, very fully equipped, twin horns, radio, sparkling appearance, offered with written guarantee; £1,095; terms, exchanges.—154, Gt. Titchfield St., W.1. Langham 0012. [9403

H. F. EDWARDS offer superb 1950 (April) Triumph Renown saloon, black and chromium, beige leather, heater, loose covers, one owner, quite unmarked, thoroughly recommended, written guarantee; £1,550; terms, exchanges.—154, Gt. Titchfield St., W.1. Langham 0012. [9410

995 gns.—Triumph 2000, April 1949, Roadster coupe, gunmetal, maroon leather, windtone horns, small mileage, excellent condition, taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2951

1939 Triumph Dolomite 1½-litre sports saloon, a really beautiful example in original powder blue, finished with silver grey leather upholstery, mechanically very much above average; £545.—Gray's Cars (London), Ltd., 277, Green Lanes, N.13. Palmers Green 2365. [2591

CAMDEN MOTORS.—Triumph Dolomite 14hp sports saloon 1937, late registration, 4-door model with sunshine roof and excellent leather upholstery, attractive modern lines and features, 4,200 miles since engine reconditioning, rebore, sleeve, new pistons, etc., whole car rewired last month; exceptional value at £295.

CAMDEN MOTORS.—Triumph Dolomite Roadster 1938 model, with the special automatic chassis lubrication, beautifully finished in suede green, radiator and all frontal accessories chromed and in condition as new, engine reserviced, brakes relined and steering overhauled, fitted Clayton heater, dual Windtones and Lucas passinghts, a very fine example of this popular pre-war Roadster; £495.

CAMDEN MOTORS.—Triumph 1800 razor-edge saloon, March 1946, immaculate steel grey finish, with grey leather interior to cover, as new throughout, a very beautiful car; £1,095.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. (Tel. 2041 (3 lines)). Write for post free catalogue of 400 cars; hire purchase, part exchanges; fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. from Monday to Saturday. [2550

Triumph Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

WANTED, Triumph 2000 or 1800 Roadster; price and particulars to:— [2019

WADHAM GARAGES, Ltd., Weston-s.-Mare. Tel. 269. After 5.30 tel. 6185.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Triumph.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2747

ALMOST new Triumph required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4489.

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182

CASH buyers of low-mileage 1800 and 2000 Triumphs, distance no object.—Hattons, Lord St., Southport. Tel. 2268 [0804

BRITISH & COLONIAL MOTORS, Ltd., require good Triumph cars.—Upper St. Martin's Lane, W.C.2. Tem. 3566. [2423

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May. 3051. [6930

WANTED, 1800 or 2000 Roadster or saloon, mileage, details requested, and price.—82, Framingham Rd., Sale, Cheshire. Tel. Sale 3803 after 5 p.m. [2048

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London Buying Office of Lamb's, (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [2141

Triumph Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 3114 (10 lines). [1539

NEWNHAMS, Ltd.

TRIUMPH specialists, service and spares for all models incl. Dolomite type radiator grilles.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646.

Triumph Spares and Service

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Ot. Portland St., W.1. Langham 7733.

STANDARD and Triumph spares and service, replacement units.—W. T. Ricaards (Bexleyheath) Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0499

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollindrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355

UTILITY CARS

DICKS.

1948 Bradford utility, positively unmarked; £475.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [9433

1951 Austin utility; £525.

1951 Hillman shooting brake; £675.

1951 Hillman estate car; £625.—Price Motors, Chiswick, W.4. Chiswick 4809. [2775

ROWLAND SMITHS for utility cars.

425 gns.—Hillman 10, registered 1951, 5-seater utility, grey, fold flush rear seats, sliding glass windows, rear entrance, excellent condition; terms, exchanges.—Rowland Smith, below.

695 gns.—Alvis 14, July 1947, shooting brake, 4-door, 5-seater, conchhaid body, glass all round, removable rear seat, drop tailboard, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

225 gns.—Ford V.8, July 1938, 30hp 81A 4-door 6-seater utility, timber body, glass all round, drop tailboard, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2895

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A40 Countryman Estate wagon, green, brown leather, 4,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1930

WADDINGTON MOTORS, Ltd., offer:—

1948 (October) Phase II Hillman Estate car, taxed, new tyres fitted; bargain, £775.—Below.

1949 (Sept.) Austin A40 5-seater utility, fitted radio, heater, special thief-proof locks, etc., taxed; £895.—Fortune Green Rd., N.W.6. Ham. 2211. [6879

READ BROS. MOTOR Co. (LONDON) Ltd., offer:—

1948 Bedford 12hp utility, superb condition; £665.

1947 Austin 8hp utility, one careful owner; £465.

MANY others; terms, exchanges.—56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [8526

1950 and 1949 Austin A40 Countryman, superb.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5268. [2032

1934 4¼-litre Lagonda utility, very good order throughout; £225. [1429

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. 3392. [1429

UTILITY 1½-litre Riley, specially built metal body, enthusiast's chassis; £295.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [2033

GORDON CARS (London) Ltd., 1950 Les-Francis Utility, Ash body, 9,000 miles. [2479

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611.

1949 Bradford Utility, one owner, low mileage, 4 seats, guaranteed; £495.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [2161

1948 (September) Allard station wagon, timbered body, 4-seater, exceptional condition; £765.

1949 (May) Vanguard Estate car, grey with red leather, one owner, superb condition; £1,175; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London N.20. Hil. 6671-2. [7010

1949 A40 Countryman, radio, heater, 16,000 miles; £895.—Allen, Barge Corner, Vange, Essex, Ladbroke 1155. [1998

1945 model Hillman 10hp utilecon new tyres, battery, excellent order; £425.—Haskins, Ladbroke 1155. [7959

MORRIS 10 with utility type bodywork, seating for 4, first registered 1947, in very good condition throughout; £395.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [2823

1946 Hillman estate car, one owner, chauffeur kept and in first class condition; £650.—Jarrett, Windsor 1827. [2816

AUSTIN 10, personnel utility, excellent condition; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5705

£240—Rolls-Royce shooting brake, 1924 engine and chassis perfect, overhauled recently.—Central Garage, Kilburn, Derby. [2685

1950 Fordson 7-seater Utility, 10hp, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3566. [2431

1950 Standard Vanguard Estate car, 9,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3566. [2459

BRADFORD utilities for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane Harrow Tel 6225-6. [0621

£299—1949 (reg.) Hillman 10hp ex-W.D. utility, amazing bargain.—Bray Motors, 180-194, West End Lane, NW.6. Hampstead 6490. [7928

1949 (Dec.) A40 Countryman, 14,000 miles; £1,025.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2259

JOWETT Bradford station car 1950, 15,000 miles, first-class running order; nearest and best offer £900.—Duncan Pharmacies, 127a, Queensway, W.2. Bay. 8076. [2529

1948 Bradford utility vehicle, good condition, small mileage, £485, or 30 monthly instalments of £19/11/3.—The Cooden Engineering Co., Ltd., Bexhill Tel. Cooden 600. [2031

COMMER van, utility, 1939, 10hp, new battery, clutch, rebore, leatherwork; recently sprayed in and out; garage inspection; bills; £225, near offer.—14, Keynsham Rd., Eltham, S.E.9. [2002

UTILITY CARS

WALTER SCOTT, Ltd.—Hillman 10 wooden utility, ex-W.D., registered 1951 excellent runner; £895.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Prl. 5914. [2341

NSW Austin 16hp chassis with coach-built 7-passenger shooting brake body, easily converted to flat floor; £1,455, including purchase tax.—Pryce & Stevens, Ltd., Austin Distributors, 57, Acre Lane, S.W.2. Brixton 1155. [2068

MARMON Straight 8 1931, converted utility body with collapsible seats, mileage guaranteed only 16,657, new tyres, surplus to requirements.—Abbey 5751/2, or Sunbury-on-Thames 3363, after 7 p.m., or at week-ends. [9131

1947 Les-Francis utility, fitted works body, in 1950 condition; two owners only, mileage 35,000, complete new set tyres; £825.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [2595

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993

ALL types utilities wanted for cash.—Read Bros., Motor Co. (London), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [0324

VAUXHALL 10

DICKS.

1946 (August) Vauxhall 10 saloon, recent overhaul; £695.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [1748

GATEHOUSES offer 1939 Vauxhall 10 saloon, black, excellent condition; £495.—Gatehouse Motors, 2, Highgate Village, London, N.6. Mou. 4444. [2842

1940 Vauxhall 10 saloon, black, in excellent condition throughout; £450.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [9422

1946 (June) Vauxhall 10 saloon, reconditioned engine recently fitted, leather interior, a magnificent example of this very economical car; £685.—Griffin's Garage, Weybridge 1491. [3601

VAUXHALL 12

H. A. SAUNDERS, Ltd., Radlett, Herts.

1947 Vauxhall 12hp saloon, mileage 20,000.—Tel. Radlett 6167 and 5849. [2515

1948 Vauxhall 12, black, brown upholstery, with loose covers, car has just been fitted with new engine, taxed; £795.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [2815

ROYS AUTOMOBILES, Ltd., offer: 1948 Vauxhall 12 saloon, excellent condition; £750.—127, Parkway, N.W.1. Euston 2700. [2607

1938 Vauxhall 12 saloon, taxed, guaranteed; £325; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [2846

1947 Vauxhall 13 saloon, excellent, guaranteed; £625; payments.—Vaughan, 17, Audley Mews, S.W.7. Fro. 1319. [1936

1948 (September) Vauxhall 12 4-door saloon, almost unmarked inside and out; accept £865.—Jack Rose, Ltd., Stanford Rd., Wallington, Surrey. Wallington 6677-8. [7476

1940 Vauxhall 12 de luxe saloon, black, reg. 1945, exceptionally low mileage, magnificent condition throughout, equal to 1948 car, real bargain; £510.—346, King St., Hammersmith, Riv. 2837/8. [2409

675 gns.—Vauxhall 12, Sept. 1946, 4-door saloon, black, sliding head, brown cloth, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2893

£545—Absolutely beautiful Vauxhall 12 de luxe saloon, impeccable bodywork, interior magnificent, mechanically recently overhauled costing £35, this vehicle is irreplaceable, looks and runs like 1947 model and no one would believe it could be a pre-war model, tremendous performance and 35 miles per gallon; 5 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2897

VAUXHALL 14

DICKS.

1946 Vauxhall 14 J-type saloon, carefully used, bargain; £725.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [1744

H. A. SAUNDERS, Ltd., offer:—

1948 Vauxhall 14 saloon, blue with brown leather interior; £895.

836/842, High Rd., N.12. Hillside 0024. [2156

MEBES & MEBES, Ltd (est. 1893) offer:—

1936 Vauxhall 14hp de luxe four-door saloon, grey, hide upholstery, to match, coachwork, mechanical condition and tyres good, above average for year; £295.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [2308

1936 Vauxhall 14-6 de luxe saloon, good condition throughout.—Tel. Seven Kings 4028. [2692

1938 Vauxhall 14, good condition throughout; £385; 5 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [2764

395 gns.—1937 14hp Vauxhall saloon, over £200 overhaul.—Lawton Goodman, 36, North Audley St., W.1. [2594

1947 14 Vauxhall saloon, radio, heater, beautiful condition; £800.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [1506

1946 Vauxhall 14, recellulosed black with brown leather; excellent condition; £695.—F. P. Dove, Ltd., Guildford Rd., Woking. 1282. [1114

1939 Vauxhall 14 J type saloon; £485; terms, exchanges.—Lawson Pigott Motors, Ltd., 320-2, King St., Hammersmith, W.6. Tel. Riverside 4111 and 4065.

£245—1936 Vauxhall 14 de luxe saloon, excellent runner, nice condition, easycleans.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1950

1937 Vauxhall 14 de luxe saloon, black/brown hide upholstery, a really good specimen, originally clean and mechanically excellent, taxed; £395.

TIMMS MOTORS, Collinette Rd., Upper Richmond Rd. S.W.15. Tel. Putney 3593. [7638

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 14

1946 Vauxhall 14 d/l. sal., bargain, £675; also '39 12 one owner, fitted radio, knock-out price, £395!—A.Z. Motors, Palmerston Rd., N.W.6 Mal. 4725. [2612

£225.—1935 Vauxhall 14 de luxe saloon, black, brown leather, very clean condition.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [5681

1937 Vauxhall 14 de luxe saloon, carefully maintained by present owner, reconditioned engine, 9,000 miles, respray, etc., taxed, insured; £555.—Tel. 3634. 71, St. Mary's Rd., Ealing. [2041

1938 (Sept.) Vauxhall 14 de luxe black saloon, leather upholstery, generally overhauled, reconditioned engine, excellent tyres, one previous owner; £475.—Lucas, 55, Park Ave., Deal, Kent. [2003

1947 Vauxhall 14hp saloon, blue, replacement engine, well tyred, very clean, radio; £800; hire purchase and exchanges arranged.—Golly's Garage, Earls Court Rd., S.W.5. Frobisher 0063. [6985

WALTER SCOTT, Ltd.—1939 J type Vauxhall 14, black, excellent mechanical condition, new tyres, two owners; £450; exchanges, terms.—59, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [2342

£575.—Magnificent Vauxhall 14, look at it, drive it, it performs just like a 1947 vehicle, spotless bodywork, mechanically excellent, no one looking at this vehicle would believe it was actually 12 years old; 5 months' guarantee; hire purchase, exchanges.—LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2896

VAUXHALL WYVERN & VELOX

ELITE MOTORS offer:—

1949 Vauxhall Velox, black/beige leather, 14,000 miles, faultless condition throughout, fitted with radio and heater; £995.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [2524

BOON & PORTER LIMITED.

1950 Vauxhall Velox saloon, one owner, black with brown leather upholstery, moderate mileage; £995.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [2165

SIMPSONS MOTORS offer:—

1948 Vauxhall Wyvern, immaculate, colour black.

SIMPSONS MOTORS (Wembley), Ltd. (American Car Specialists), Wembley 6691/2. [1205

HAROLD RADFORD & Co., Ltd.

1949 (Sept.) Vauxhall Velox saloon, colour, grey with brown leather and cloth upholstery, speedometer reading 9,757 miles; one owner.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (3 lines). [2307

H. A. SAUNDERS, Ltd., offer:—

1950 Vauxhall Velox saloon, black, brown leather, heater, 8,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9261. [9467

McKINNON MOTORS, Ltd., offer:—

1950 Vauxhall Velox saloon, green, 7,000 miles only, also Wyvern, bluish grey, 1,600 miles only; trade enquiries welcomed; six months' guarantee.

McKINNON MOTORS, Ltd., Langham House, 5, Stafford Rd., Wallington, Surrey (midway main road between Croydon and Sutton, or rail from Victoria to Wallington Station); established 1906. Tel. Wallington 3404. [1964

1950 Vauxhall Wyvern saloon, low mileage, one owner, radio; £1,095.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [2622

GORDON CARS (London) Ltd. 1949/50 Vauxhall Velox saloons, blue.—Below.

GORDON CARS (London) Ltd. 1949 Vauxhall Velox saloon, grey.—Below.

GORDON CARS (London) Ltd. 1949/50 Vauxhall Wyvern saloon, blue.—Below.

GORDON CARS (London) Ltd. 1948/49 Vauxhall Velox saloon, green.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [2469

1949 Vauxhall Velox, as new, 15,000 miles, radio; best offer over £900 (London).—Box 4775. [2705

2000 miles.—1950 (Oct.) Vauxhall Wyvern.—Ernest Sutton. Tel. Rogate 4 (trade only). [2654

1950 Vauxhall Wyvern saloon, grey with brown leather, radio, heater, 5,000 miles; £1,125.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2568 [2214

GOLDERS GREEN.—H. A. Saunders, Ltd.: 1950 Wyvern hall, Wyvern saloon, blue/brown, 5,754 miles; £1,125.—Below:—

1949 Vauxhall Wyvern saloon, black/fawn, low mileage; £995.—144, Golders Green Rd. Spe. 0011.

WYVERN de luxe, 1950 June, 7,700, £85 extras; private offers over £1,100.—113, Orphanage Rd., Erdington 2874 after 7.30 p.m. [2045

300 miles only, 1950 Vauxhall Wyvern saloon.—British and Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Tem 3588. [2443

1949 Velox, grey, brown leather, fitted radio, spotless cond., gt. bargain; £946.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [2809

1950 model Vauxhall Velox, black, 12,000 miles, as new; £1,135.—Park Garage (Molesey) Ltd., Hampton Court Way, Molesey. Tel. 4371. [6782

OFFORD have available two 1949 Velox saloons, in our usual condition and fitted with several extras; from £995.—154, Gloucester Rd., S.W.7. Fremantle 0051. [1094

AVAILABLE to the trade, low mileage Vauxhall Wyvern.—Gerry Browne Motors, 55-57, South Edwardes Sq., Kensington, London, W.8. Tel. Western 4351. [0966

1949 Vauxhall Velox, black and brown leather, mileage 17,000, indistinguishable from new; £985.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [2302

1950 Vauxhall Wyvern, polychromatic green, as new, leather, radio, heater, Regency covers, reversing light; £1,075.—"Shearmans" Motors, 100, Beaconsfield Rd., Harrow. Byron 1394. [2679

1950 Velox finished bronze, radio, heater and other extras; 9,000 miles; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 6488. [9645

1950 Velox, built-in radio, heater, leather upholstery, pastel blue, nominal mileage; £1,050.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [2522

1950 (July) Vauxhall Wyvern de luxe, blue with brown leather interior, spotless condition, speedometer reading 14,000, one local owner; £975; terms, exchanges.—A. E. Palmer Motors, Ltd., Luton 4212. [2720

WALTER SCOTT, Ltd.—1949 model Vauxhall Velox, black, speedo 19,000, excellent throughout, one owner; £685, exchanges, terms.—59, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [9036

1950 Vauxhall Wyvern, black with brown upholstery interior, low mileage, in showroom condition throughout, one careful owner since new; £1,025; terms, exchanges.—A. E. Palmer Motors, Ltd., Luton 4212. [1524

1949 Vauxhall Wyvern saloon, blue/radio/heater, loose covers, screen spray, very clean; three month guarantee; any inspection; £995.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [9075

1949 Vauxhall Velox, black, brown leather upholstery, 14,000 miles only, one owner since new, immaculate; £995; trade enquiries invited.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6305. [9415

1948 (October) Vauxhall Wyvern, black, fitted loose covers and heater, one owner, exceptionally good condition, really competitive value; £845.—R. S. Currie & Co., 105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [1725

H. F. EDWARDS offer 1949 (April) Vauxhall Wyvern saloon, grey, fawn interior, very attractive and immaculate car, thoroughly recommended; written guarantee; £945; terms, exchanges.—154 Gt. Titchfield St., W.1. Tel. Langham 0012. [9406

1950 green leather upholstery, 11,000 miles, in first-class condition; part exchanges, deferred terms; written guarantee.—Chain Garages, Hanger Lane, Western Ave., Ealing, W.5. Per. 6106-8. [1778

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of good Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1949 Vauxhall Wyvern, metallic blue, fitted with radio and heater, mechanically sound, one owner; £995.

1947 Vauxhall 10hp saloon, black, brown upholstery, mechanically sound, tyres good, choice of two; £750.

1938 Vauxhall 14hp touring saloon, black, brown leather, mechanically sound; £555.

ALWAYS a good selection of used Vauxhalls in stock; A. H.M.L. will purchase for cash all Vauxhall cars, including latest models.

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0059

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 74-78, Peter St., Manchester, 2 (Ble. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

Vauxhall Cars Wanted

CM

THE CAR MART, Ltd. wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3454. [0975

R

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954

S

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018

I REQUIRE post-war Vauxhall urgently.—Fortune, 33, Cambridge Rd., Wanstead, E.11. [0572

BRITISH & COLONIAL MOTORS, Ltd., require good D Vauxhall cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2422

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall from 1937 onwards.—Wembley 6691-2 [0674

CASH buyers of low-mileage Wyvern and Velox Vauxhalls, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0805

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0963. [0479

Vauxhall Cars Wanted

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Lda.) Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [0696

BROADWAY MOTOR Co. (main dealers) will purchase Vauxhall and other makes in really good condition; special arrangements for buying or selling on commission basis.—8-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0622

Vauxhall Spares and Service

CAC.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged, up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD HOUSE, 380-388, London Rd., Croydon. Tel. Thornton Heath 5276 (14 lines). [0805

TRIANON.

TRIANON.—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14hp, 25hp and BYO models; stock deliveries.

TRIANON.—Suspension units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with Kingpins and include shock absorber overhaul, 5 months guarantee, available for 10, 12 and 14hp DX and J types.

TRIANON.—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty, your enquiries invited.

TRIANON.—Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.

TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0137

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 8-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6568. 'Grams: Autospare, Wimble, London. [0655

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham 52; Egham 131.

FOR Vauxhall mudguards, running boards, 1935-9.—Brooks, 5 and 6, Frederick Place, Brighton, Brighton 21147. [0581

VAUXHALL DXDY suspensions reconditioned throughout, £15 pair; quick service; shock absorber exchange service.—G. W. Rayward, 21a, Ancaster Rd., Beckenham, Kent. [1971

K.J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137-149, Widmore Rd., Bromley, Kent. Rav. 5456-7-8-9. [0595

RECONDITIONED exchange suspensions (complete with wishbone) 10, DX, £17/10; 25hp, £25; also for Bedfords; reconditioned gear boxes, shock absorbers; trade discount.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. [0244

VETERAN CARS

WELHAM, Veteran Car Specialist, Surbiton Hill Rd., Surbiton, Elmbridge 1873.—Buy and sell pre-1914.

1909 16hp Talbot 2-seater, £10 tax, splendid runner, well-shod, good brakes, brass oil lamps, dual ignition. [6536

G. A. BROOKS, Ltd., Blenheim Rd., Lingfield, Surrey. Tel. Lingfield 275 or 566. [2030

VOLKSWAGEN

VOLKSWAGEN saloon (reg. 1948), in good condition; £400.—Box 4420. [8612

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. —Sole distributors for Great Britain. Sales, service and spares. [0373

1947 Volkswagen, one owner, condition good throughout; £400.—S. & S. Motors, 65a, Westbourne Grove, W.11. Tel. Bay. 1644. [2790

Volkswagen Cars Wanted

VOLKSWAGEN wanted in good condition.—Tel. Valentine 2098.

VOLKSWAGEN wanted, in good condition.—Losinger, The Bungalow, White Hall, Sawtry, Huntingdon.

CLARKE & SIMPSON wish to purchase the best examples.—75, 79, Cadogan Lane, Sloane Square, London, S.W.1. Tel. Sloane 4727. [0567

WILLYS

1939 Willys 16hp saloon, reconditioned engine fitted.—Autowork, Ltd., Winchester. Tel. Winchester 4344/5406. [2130

WILLYS shooting brake, 1948 (June), reconditioned, beautiful order throughout.—Eastern Motor Co., Ltd., 52, George St., Edinburgh, 2. [2077

WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station offer the finest facilities when selling used cars.

1939 Wolseley 12 saloon, black, brown leather upholstery, excellent condition.

ALSO other post-war Wolseley models available.

LOW mileage Wolseleys are scarce; should your model not be in stock put your name on our used cars register for early notice.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951) and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [7009

NEWNHAMS, Ltd.

1950 Wolseley 450 saloon, grey, low mileage, carefully used; £1,295.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5429

COACHCRAFT offer:—

1939 Series III Wolseley 14 saloon de luxe, excellent running order, bodywork and leather interior clean and rust free, large rear opening hood, chrome untarnished, reliable and roomy car; £450; available for A.A. or R.A.C. inspection; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [2500

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

NORMAN AUTOS offer:—

1939 40 Wolseley 14 saloon, black body, brown leather upholstery; £595.—546-554, London Rd., West Croydon. Thornton Heath 4657. [2227

RUSSELL MOTORS offer:—

1950 Wolseley 4/50 saloon de luxe, 6,000 miles, fitted heater.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47 Sloane St., S.W.1. Tel. Sloane 9288. [3994

1947 Wolseley 14, superb.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [2300

H. A. SAUNDERS, Ltd., offer:—

1948 Wolseley 14 saloon, black with brown leather interior, 31,000 miles; £1,095.

836 7942, High Rd., N.12. Hillside 0024.

HAROLD RADFORD & Co., Ltd.

1949 (first registered July, 1950) Wolseley 25 limousine, colour, black; speedometer reading 19,565 miles, indistinguishable from new.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [7985

WARWICK WRIGHT, Ltd., offer;—

1950 Wolseley 6/80 saloon, maroon, brown leather, 8,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1922

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Wolseley 6/80, mileage 10,000.—Tel. Radlett 6167 and 5949.

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Wolseley 4/50, mileage 12,000.—Tel. Radlett 6167 and 5949. [2518

1950 Wolseley 4/50, negligible mileage.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268.

1938 Wolseley 14 sln., superb order; £470.—Below.

1939 Wolseley 14 d. h. coupe, recond. engine, new hood; £565.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [2650

GORDON CARS (London) Ltd. 1950 Wolseley 6/80 saloon, maroon.—Below.

GORDON CARS (London) Ltd. 1950 Wolseley 4/50 saloon, fawn.—Below.

GORDON CARS (London) Ltd. 1949 Wolseley 4/50 saloon, black.

GORDON HOUSE, 373, Euston Rd., N.W.1. Euston 6611. [2468

1946 Wolseley 14 saloon, excellent condition, £735; terms, exchanges, etc.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 5280/3769. [2290

1938 Wolseley 18hp saloon, black with green leather, immaculate; £425.

BURSLEDON Road Garage, Hightown, Sholing, Southampton. Tel. Bursledon 385. [2405

1949 Wolseley Fifty saloon, heater, one owner, terms, exchanges; £1,125.

GEORGE NEWMAN & Co., 389, Euston Rd., N.W.1. Euston 4466. [2375

1946 Wolseley 18 saloon, immaculate condition; £725, terms, exchanges, etc.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 5280/3769. [2291

1946 Wolseley 18 saloon, black, in first-class condition, smart roomy car; £750.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [6515

6000 miles.—1950 (Aug.) Wolseley 6/80.—Ernest Sutton, Tel. Roxate 4 (trade only). [2628

1950 Wolseley 6/80 saloon, 6,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4834/5406. [2127

LIMOUSINE, 1939 25hp Wolseley, not ex-hire; £895.—Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. [2370

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 7348. [0083

1940 (July) Wolseley 10hp saloon de luxe, black, with leather upholstery, good tyres excellent order; £495.

GEE CARS Ltd. 60-62, Queenstown Rd. S.W.8. Mac 3565. [5819

1939 Wolseley 14hp saloon de luxe, excellent condition; £595.—Brown's Garage, Loughton (Essex) 4119. (Tube). [4391

1938 Wolseley 14hp, immaculate condition, genuine opportunity, owner has new car coming; £450.—Court, Valentine 3118. [2502

1939 Wolseley 14hp saloon, black, a really excellent car; £590.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1750

1938 Wolseley 14hp saloon, good running order, good tyres, £395.—Jelly's Garage, Earls Court Rd., S.W.5. Frobisher 0063. [6994

1949 Wolseley 4/50 black saloon, excellent condition, low mileage; £1,150.—Ramsay, Conistion, Cydach, Swansea. Clydach 3181. [2378

1947 Wolseley 10 silver grey saloon, 17,000 miles, exceptional condition throughout, recently refused 1950, one owner; £850.—Box 4662.

1947 Wolseley 18, black, superb order; £825.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [2658

1950 (September) Wolseley 4/50 saloon, genuine 2,000 miles; trade enquiries welcomed.—H. C. Paul Ltd., 52, Bruton Place, W.1. Mayfair 0821-2. [5445

1937 Wolseley 14 de luxe saloon in really excellent condition throughout; £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [1574

JARVIS & SONS, Ltd., offer 1948 Wolseley 8 4-door saloon, green, a very well maintained car; £810.—Morden House, Morden Rd., S.W.19. Liberty 4656.

WOLSELEY 14hp 1940 Redfern Special 4-door saloon tourer, excellent condition throughout; £600.—Haymarket Garage, 42, Haymarket Terrace, Edinburgh. Tel. 62455. [2179

WOLSELEY

1950 (Oct.) Wolseley 6/80 saloon, grey, 7,000 miles, quite unmarked, £1,375, exchanges, deferred terms.—Joan S. Trusecott Ltd., 175, Westbourne Grove, W.11. Bay 4274. [2414

CAMDEN MOTORS.—6/80 saloon, 1949, a superb low mileage specimen in condition literally as new, loose seat covers, heater, link mats, etc., guaranteed in writing; £1,295.

CAMDEN MOTORS.—Wolseley 14hp de luxe saloon, 1935, fitted new engine which has not yet been run in, additional sum of over £50 spent on general reconditioning to chassis; the whole car being in vastly superior conditions to the majority of pre-war models; opportunity to obtain one of these really fine cars in exceptional mechanical order at £495.

CAMDEN MOTORS.—Wolseley 12hp saloon, 1939, the very desirable model with the large type 14hp body; identical appearance and features to the post-war Wolseley, nearly £50 spent recently on general reconditioning; original maker's finish in olive green with black wings, excellent all-round condition, £545.

CAMDEN MOTORS.—Wolseley 14hp saloon, 1956, with external rear boot and easy-clean wheels, like 1939 production model, sound runner with five good tyres; exceptional value at £225.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of 400 cars; hire purchase, part exchanges; fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. from Monday to Saturday. [2551

1938 Wolseley 14 saloon, reconditioned engine recently, new tyres, taxed; £565; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 122. [2791

1937 Wolseley 14/56 de luxe saloon, unused since complete engine and clutch reconditioning, extremely fine appearance, very good tyres, taxed Dec.; £425.—Ravensbourne 2866.

ARCHIE SIMONS & Co., Ltd.—1939 Wolseley 12hp saloon, black/brn. leather upholstery, reconditioned throughout, spotless car; £625.—94, Gt. Portland St., W.1. Lan. 1345. [2647

1939 Wolseley 14 de luxe saloon, black, one careful owner only, local car; £525 or near offer; excellent throughout; exchanges.—A. E. Palmer Motors, Ltd., Luton 4212.

365 cns.—Wolseley 10/40 1937 de luxe 4-door saloon, bronze, sliding head, brown leather, carefully used, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [2894

1949 (Aug.) Wolseley 6/80 saloon, 14,000 miles only, one private owner, superb, finished black leather upholstery, fitted H.M.V. push-button radio, heater, twin lamps, chromium badge-bar, taxed December; the whole car in showroom condition throughout; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [1795

TANKARD & SMITH, Ltd., offer 1939 Wolseley 10 saloon in opalescent bronze with brown leather upholstery in excellent condition; first-class mechanical order; engine overhauled within last 16,000 miles; fitted radio; taxed; £525; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/3.

A & S Limousine, 25hp, 1938 April registration, black, face forwards, leather throughout, excellent. [2351

8000 miles only, 1948 25hp Limousine, one owner, black, excellent condition. Seen:—

ALPE & SAUNDERS Ltd., Providence Court, North Audley Street, Mayfair W.1. [2276

Wolseley 4/50 Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212.

Wolseley 6/80 Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3434.

Wolseley Cars Wanted

RSR

ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [5819

EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5963

ALMOST new Wolseley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4489.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Wolseley from 1937 onwards.—Wembley 8691-2. [0857

CASH buyers of low-mileage Wolseley 8, 12/48, 14/60, 4/50; distance no object.—Hattons, Lord St., Southport. Tel. 2269. [0606

7-Seater Limousines 25hp-Series Three. Details please.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. [6275

BLAKES Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool 1. Tel. Royal 6622. [7787

1939 Wolseley 25hp series 3 7-seater limousine, W.1. Tel. Welbeck 1101-3. [0816

APPROACH us first before disposing of your Wolseley car.—Pankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [2336

CLARKE & SIMPSON wish to purchase the best examples from 1938 onwards.—73, 79, Cadogan Lane, Sloane Square, London, S.W.1. Tel. Sloane 4727. [0566

Wolseley Spares and Service

W JACOBS & SON.

WE specialize in spares and repairs for all models of Wolseley cars.

W JACOBS & SON Mill Garage, Chigwell Rd., South Woodford E.18. Wanstead 0660. [0485

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 5240. [0707

FOR Wolseley service consult the Wolseley specialists, —W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.)

FOR Wolseley mudguards, running boards, 1935-46.—Brooks, 2 and 4, Frederick Place, Brighton. Brighton 21147.

R. HARDY & SON, 55, Marylebone High St., W.1. and Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0516

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8161), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277

BROCKHURST GARAGE.—Harrow agents for Wolseley sales, service, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0204

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists!

200 cars under £400, drive away immediately on our Atomic-on-the-spot-hire purchase system; no fuss, no formalities, no enquiries; every car plainly marked with price and year; top price in part exchange for good vans and motor cycles.

RAYMOND WAY, Canterbury Rd., Kilburn (150 yds Kilburn Park Station Bakerloo Line), Maida Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (Week-days). Urgently wanted for cash.

SMALL hp. low mileage cars, 1938, 1939 and 1940, week-days 9 a.m. to 7 p.m. Open

KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 5536 and 3537. Open

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 26 years.

LARGEST stock of superior small h.p. cars in the Midlands at prices from £95-£450.—Midland Motor Co., Traffic St. (Island), Derby. (1 minute bus station.) Tel. 2549. Open week-ends. [1346

"THE Autocar Handbook: A Complete Guide to the Modern Car," Twentieth Edition. The completely revised edition of this popular handbook for the non-technical reader explains in detail, with an abundance of clearly drawn illustrations, the mechanism of the modern car. Details of components of older-type cars are also described in full. Size 7¼in. x 4½in., 242 pages, over 200 illustrations. Price 5/- net. By post 5/4 from all booksellers or The Publishing Dept., Dorset House, Stamford St., London, S.E.1.

Miscellaneous Cars Wanted

RSR

ROWLAND SMITH'S, the car buyers.—Hampstead High St. (Hampstead Tube). Open 9-7 week-days, Saturdays. Hampstead 6041 (10 lines). [0906

MARBLE ARCH, of Watford.

POST-WAR cars wanted urgently, purchased for cash, all makes, mileage under 10,000, must be in very good condition.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford, Herts. Tel. Watford 4491. [2095

MEBES & MEBES, Ltd. (Est. 1895).

A PIONEER firm of the Motor Industry.

WILL purchase for cash any modern popular make of car irrespective of horse power or style of coachwork; pre- or post-war if in excellent condition; fullest particulars and figure required to buying department will be appreciated.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040.

WANTED 8 to 10hp car, pre-war, any condition.—Spe. 5615.

URGENTLY wanted, all types of cars, immediate settlement.—Traynor Motors, Ltd., 133-5, High St., South, East Ham E.6. Tel. Grangewood 2530 or 5834.

BROADWAY MOTOR CO. want really good, low hp. pre-war or post-war cars; spot cash or sell on commission.—3-13, Russell Rd. Wimbledon. S.W.19. Liberty 2494. [3826

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0673

A CASH offer on the spot for cars, motor cycles, lorries, any make or model; exchs., h.p. s/cs settled.—Write, 'phone or call Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251 ext. 130. [0734

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day including Saturday. [0587

MOTOR HEARSES

A & S Offer Britain's highest quality Hearses—Certified mechanically.—Inspection invited. Below:

AUSTIN Sheerline, Humber Phase-III six seater 5-door streamlined Coachwork, lavishly equipped.

FORD V.8/50hp 1937 Beaver limousine, seating six, adjustable bier table. £775. Also:

ROLLS-ROYCE 30hp Silver Wraith (Deluxe Deck Coachwork) extensive exclusive equipment, reasonable cost. Alpe & Saunders (The Funeral Trade Coachbuilders), Providence Court, North Audley Street, Mayfair 2941. [2281

MOBILE CANTEENS, KITCHENS ETC.

CANTEENS, shops, kitchens and kiosks new and used. Cricklewood Broadway, N.W.2. [0578

MOTOR CYCLES FOR SALE

RAYMOND WAY.

A 100 new motor cycles all makes in stock for immediate delivery, also selection of second-hand solos and combinations, cars taken in exchange.—Raymond Way, the hire-purchase specialists, Kilburn Bridge, N.W.6. Maida Vale 6044 (10 lines). [0850

S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase; everything for the motor cyclist.—364-366, High Rd., Leyton, E.10. [0541

AMBULANCES

NEW and used, large selection.—Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. [9587

This section closes for press at 10.0 a.m on Fridays

COMMERCIAL VEHICLES

QRA QUEENS ROAD AUTOS.—1947 Austin 8 6cwt van, taxed, excellent condition, new engine, etc.; £350. 62, Queens Rd., Peckham, S.E.15. New Cross 5969. [1887

COACHCRAFT offer:—

1950 (April) Ford 5cwt van, one owner, carefully used, taxed, £425; available for A.A. or R.A.C. inspection; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [2508

GUY ALFREDS offer:—

1950 Ford 5cwt van, negligible mileage.

1949 Ford 10cwt open builder's pick-up, low mileage.

1949 Morris 10cwt van.

1948 Morris 10cwt gown van.

1947 Ford 8 utility.

GUY ALFREDS & Co., Ltd., 6-7 Warren St., W.1. Euston 3268. [2299

ROUNDABOUT offer:—

1945 Fordson 10cwt van, in very nice condition throughout; £375.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [2301

RUSSELL MOTORS offer:—

1946 Ford 5cwt van, one owner carefully serviced. THE above vehicle subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [1225

MORGAN'S GARAGE offer:—

1949 Commer Q.25 super capacity 25cwt van, in grey primer, used only for very light work, with a genuine mileage under 9,000; £650.

1949 Standard Vanguard van, in grey primer, mileage approx. 23,000; has been very well maintained; £685.

1950 Austin 25cwt 5-way van, moderate mileage, excellent condition throughout; £625.

MORGAN'S GARAGE (HOUNSLOW), Ltd., 750, London Rd., Hounslow. Tel. Hounslow 4422. [2294

PALMERS MOTORS, Ltd., offer:—

1950 Bedford 12cwt van; £685.

1949 Austin 25cwt van, 5-way; £535.

1947 Austin 10cwt van; £350.

1946 Ford 10cwt van; £350.

EXCHANGES, terms.—53, York St., Twickenham. Popesgrove 1890. [9738

MEBES & MEBES, Ltd. (Est. 1895) offer:—

1940 Austin 8hp van, black, plain sides, mechanically excellent, good body work and tyres; £225.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [2390

READ BROS. MOTOR CO. (LONDON), Ltd., offer:—

1949 (October) Ford 10cwt van, one owner; £535.

1949 (September) Bradford 10cwt van, one owner; £425.

1948 (October) Bradford 10cwt van, one owner; £595.

1949 (October) Austin A40 van, one owner; £685.

MANY others; terms, exchanges.—56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [2845

RENAULT 1950 model 8hp 6cwt van, cream, taxed, as new; £475.—Below.

RENAULT 1950 12hp 10cwt van, black, reconditioned, roomy; £195.

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READING.—T. Baker & Sons, 35 & 36, Friar St. Tel. Reading 3976. Alvis distributors.

SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., West St. and Bailey Lane. Tel. 22896-22625. Alvis distributor.

SURREY.—Carr Bros. Garages, Ltd., High St., Purley. Tel. Uplands 4811-2-3. Alvis agents.

WIGAN.—H. H. Timberlake, Ltd., Library St. Tel. Wigan 5451. Alvis agents.

WOLVERHAMPTON.—Cyril Williams Motors, Ltd., 17, Cleveland St. Tel. Wolverhampton 24171-2. Alvis distributors.

ARMSTRONG SIDDELEY

BIRMINGHAM, 18.—Frank Mosley (A. S. & S.), Ltd., Stratford St., Spring Hill. Tel. Edg. 0916. Armstrong Siddeley distributor.

BOURNEMOUTH.—Chine Motors, Ltd., 13, Cotlands Rd., Lanadowne. Tel. Bournemouth 4181. Armstrong Siddeley specialists since 1925.

CARLISLE.—Reah Bros., 5, Lonsdale St. Tel. Carlisle 1078. Armstrong Siddeley distributors.

COVENTRY.—P. Blamire, Queen's Road Garage. Tel. Coventry 5424. Armstrong Siddeley distributors.

EDINBURGH.—Croall & Croall, York Lane. Tel. Edinburgh 32504. Armstrong Siddeley distributors.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Rd. Tottenham. Stamford Hill 8000. Armstrong Siddeley agents.

LONDON, S.W.9.—Wilson's Automobiles & Coach Works Ltd., Trinity Gardens, Brixton. Brixton 4011. Armstrong Siddeley agents.

MANCHESTER.—Healys, Ltd., 1-5, Peter St. Blackfriars 7845. Armstrong Siddeley distributors for Lancs and North Cheshire.

NEWBURY (Berks).—Wheelers (Newbury), Ltd. The Broadway. Tel. 1021. Armstrong Siddeley main dealers.

NEWCASTLE-ON-TYNE, 1.—Reah Bros., Barras Buildings, Barras Bridge. Tel. Newcastle 25522. Armstrong Siddeley distributors.

NORTHAMPTON.—Hamtune Motors, Ltd., 39, Sheep St. Tel. Northampton 5616. Armstrong Siddeley distributors.

STANMORE (Middx.).—Stanmore Motor Co., Stanmore Hill. Tel. Grimsdyke 1690. Armstrong Siddeley agents.

WALLINGTON (Surrey).—Charles Allen & Son (Wallington), Ltd., Melbourne Rd. Wall. 1159, 4087. Armstrong Siddeley agents.

WALTHAM CROSS (Herts).—Arlington Motor Co., Ltd., High Rd. Waltham Cross 2780-4201. Armstrong Siddeley dealers.

ASTON MARTIN

ABERDEEN.—The S.M.T. Sales & Service Co., Ltd., Bon-Accord St. Aberdeen 26216. Aston Martin distributors.

ASTON MARTIN—*Continued*

CARLISLE.—The S.M.T. Sales & Service Co., Ltd., Viaduct Garage, Carlisle 1320. Aston Martin distributors.

DORKING (Surrey).—Pippbrook Garage, London Rd. Tel. Dorking 3691. Aston Martin official agents.

DUMFRIES.—The S.M.T. Sales & Service Co., Ltd., York Place, Dumfries 1601. Aston Martin distributors.

DUNDEE.—The S.M.T. Sales & Service Co., Ltd., Lorbee Rd. Dundee 6088. Aston Martin distributors.

EDINBURGH.—The S.M.T. Sales & Service Co., Ltd., 1a, Belford Rd. Fou. 2484. Aston Martin distributors.

GLASGOW.—The S.M.T. Sales & Service Co., Ltd., 59, West Campbell St. Cen. 0251. Aston Martin distributors.

GLASGOW.—The S.M.T. Sales & Service Co., Ltd., New City Rd. Douglas 2940. Aston Martin distributors.

INVERNESS.—The S.M.T. Sales & Service Co., Ltd., 112, Academy St. Inverness 1463. Aston Martin distributors.

KIRKCALDY.—The S.M.T. Sales & Service Co., Ltd., Victoria Rd. Kirkcaldy 3771. Aston Martin distributors.

LEEDS, 7.—Brown & White (Leeds), Ltd., Roundhay Rd. Tel. 45405. Aston Martin distributors.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken. 6642. Aston Martin main agents.

MUSSELBURGH.—The S.M.T. Sales & Service Co., Ltd., 194, High St., Musselburgh 592. Aston Martin distributors.

NORTHAMPTON.—Northampton Motor Services, Ltd., Pike Lane. Tel. 2111-2. Aston Martin distributors.

OXFORD.—E. H. Organ & Sons, Ltd., 242-254, Banbury Rd. Tel. 59613 & 59614. Aston Martin distributors.

PERTH.—The S.M.T. Sales & Service Co., Ltd., Dunkeld Rd. Tel. Perth 909. Aston Martin distributors.

WOLVERHAMPTON.—Cyril Williams Motors, Ltd., 17, Cleveland St. Tel. Wolverhampton 24171-2. Aston Martin distributors.

AUSTIN

ABERDEEN.—Aberdeen Motors, Ltd., 12, Union Row. Tel. 29155. Austin main dealers for cars—distributors for C.V.s.

ASHFORD (Kent).—C. Hayward & Son, 20-46, New St. Tel. Ashford 134 (6 lines). Austin agents.

ASHFORD (Middlesex).—Herd's Garage & Eng. Co., Ltd., Kingston Rd. Tel. Ashford 2084 & 3908. Austin agents.

BARNSTAPLE (N. Devon).— Prideaux' (Barnstaple), Ltd. Tel. Barnstaple 3036. Austin distributors.

BATH.—S. & A. Fuller, Ltd., London St., Walcot. Tel. Bath 3226. Austin distributors.

BIDEFORD (N. Devon).—Elliott & Sons (Motors), Ltd. Tel. 744. Austin agents.

BLANDFORD.—Flender's Garage, White Cliff Mill St. Tel. Blandford 57. Austin dealers.

BLETCHLEY, Bucks.—E. Vaughan, 10-14, Aylesbury St. Tel. Bletchley 166. Austin agent.

BOURNEMOUTH.—Bournemouth Imperial Motors, Ltd., 185-7, Old Christchurch Rd. Tel. Bournemouth 5705-6. Austin distributors.

BRADFORD.—L. G. Mason (Bradford), Ltd., The Fleet Garage, Killinghall Rd. Tel. 64411 and 64212. Austin main agents.

BRIDLINGTON (Yorks).—Buckrose Motors, Ltd., Flamborough Rd. Tel. 2226-7. Austin agents.

BRISTOL.—The Cater Motor Co., Ltd. (Henlys), Austin House, Cheltenham Rd. Tel. 21326. Austin distributors.

BURNHAM (Bucks).—W. J. Sands & Sons, Ltd. Tel. Burnham 64. Austin main agents.

BURY.—Carrs, Ltd., Motor Engineers, Knowsley St. Tel. 598. Austin agents.

CAMBRIDGE.—Marshall's (Cambridge), Ltd., Austin House, 18, Jesus Lane. Tel. 4215. Austin distributors.

DERBY.—Doddey Motors, Ltd., Curzon St. Tel. Derby 2886. Austin agents.

DORKING.—F. W. Mays & Co., Ltd., South St. Tel. 2244-5. Austin retail dealers.

DOUGLAS (Isle of Man).—Farpher's & Ashton's, Ltd., Westmoreland Rd. Tel. Douglas 149. Austin agents.

DUMFRIES.—A. C. Penman, Ltd. Tel. Dumfries 1957-8. Austin agents.

DUNDEE.—Lamb's Garage, Ltd., Austin House, Trades Lane. Tel. 6181. Austin distributors.

EAST CROYDON.—L. P. Dove, Ltd., 111-115, Addiscombe Rd. Tel. Addiscombe 3066-8. Austin distributors.

EDGWARE (Middx.).—Deansbrook Garage, Hale Lane. Tel. Mill Hill 2244. Austin agents.

EDINBURGH, 2.—Eastern Motor Co., Ltd., 53, George St. Tel. Central 6294. Austin agents.

EDINBURGH 4.—James M. Inglis Automobiles, Ltd., 1a, Belford Rd. Tel. 34621. Austin agents.

ELY (Cambs).—Ely Service Motor Co., Ltd., Lynn Rd. Tel. 481. Austin main dealers.

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd. Tel. Howard 1631. Austin agents.

EPSOM, Surrey.—H. F. Edwards & Co., Ltd., 28-30, Upper High St. Epsom 9400. Austin agents.

EWELL (Surrey).—A. W. Houghton, Ruxley Parade Garage, Kingston Rd. Tel. Ewell 5000. Austin agents.

EXETER.—P. Pike & Co., Ltd., Alphington St. Tel. 3031. Austin distributors.

FOLKESTONE (Kent).—Folkestone Motor Co., Ltd., 256, Cheriton Rd. Tel. Folkestone 75101 (4 lines). Austin agents.

GODALMING (Surrey).—H. A. Jackson, Motor Works, Hurtmore Rd. Tel. 782-3. Austin distributors.

GRANTHAM (Lincs.).—The North Road Garages (Great Ponton), Ltd., Great Ponton. Great Ponton 251-2. Austin main agents.

GRAVESEND.—Spooner Motors, Ltd., The Grove, Tel. Gravesend 5236-7. Austin agents.

AUSTIN—*Continued*

GRIMSBY.—Grimsby Motors, Ltd., Eleanor St. & St. Mary's Gate. Tel. Grimsby 5174-5. Austin distributors.

GUILDFORD.—Jackson's Garage (Guildford), Ltd., 97, High St. Tel. Guildford 62549. Austin dealers.

HALESOWEN.—Newbury Motors, Ltd., Manor Lane. Tel. 1641-2. Austin agents.

HEMEL HEMPSTEAD (Herts).—Snowalls Garage, Ltd., London Rd. Tel. Boxmoor 155-4. Austin distributors.

HENLEY-ON-THAMES.—Rolfe's Garage, Station Rd. Tel. 156. Austin agents.

HILLINGDON (Middlesex).—Hillingdon Motors, Ltd., 525-527, Long Lane. Tel. Uxbridge 412. Austin agents.

HORNSEY, N.8.—Fills & Co., 44-56, High St. Tel. Mountview 2255. Austin agents.

KINGS LYNN (Norfolk).—Peter Guest, Ltd., Wootton Rd. Tel. Kings Lynn 4129. Austin agents.

KINGSTON VALE.—X.L. Service Station, Ltd., Kingston Vale, S.W.15. Tel. Kingston 8355. Austin agents.

LAUNCESTON (Cornwall).—Prout's Garage, Ltd. Tel. Launceston 11. 100% Austin agents.

LEEDS, 6.—Sykes & Robinson, Ltd., Royal Park Works, Queens Rd. Tel. Leeds 54155-6. Austin agents.

LEICESTER.—Palmer & Ward, Ltd., Roundhill Garages, Stoughton Drive North. Tel. 56562. Austin agents.

LEYBURN (Yorks).—Metcalfes of Leyburn, Market Place. Tel. 2142-3. Austin dealers.

LIVERPOOL, 7.—Meadows Automobiles, Ltd., 159-161, Prescot Rd. Tel. Stoneycroft 6441 (3 lines). Austin agents.

LIVERPOOL.—Voss Motors, Ltd., 42-44, Renshaw St. Tel. Royal 3663. Austin distributors.

LLANDRINDOD WELLS.—The Automobile Palace, Ltd. Tel. 2216-7-8. 100% Austin distributors Caernarvon, Denbigh, Flint, Merioneth, Montgomery, Brecon and Radnor.

LLANDUDNO & PENRHYN BAY.—Hutchison & Wilde, Ltd. Tel. Llandudno 6542-3 and Penrhyneide 29305. Austin dealers.

LONDON, W.1.—H. F. Edwards & Co., Ltd., 154, Gt. Titchfield St. Tel. Langham 0012. Austin agents.

LONDON, W.1.—Herbert & Mills, Ltd., 73, Gt. Portland St. Tel. Langham 5506. Austin agents.

LONDON, W.1.—Knyll-Davies & March, Ltd., 41-2, Hays Mews, Berkeley Square, Grosvenor 2565. Austin official retailers.

LONDON W.1.—Lex Garages, Ltd., 2, Lexington St. Tel. Gerrard 8600. Austin retail dealers.

LONDON, W.1.—Offord & Sons, Ltd., 67, George St., Portman Square. Tel. Welbeck 6890. Austin agents.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St. Tel. Grosvenor 4772. Austin agents.

LONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick. Tel. 0911. Austin agents.

LONDON, W.5.—Mall Motors, Ltd., 18-19, The Mall, Ealing. Ealing 4693 & 7900. Austin agents.

LONDON, W.C.1.—Gladwell & Kell (1932), Ltd., Ampton Street Works, Grays Inn Rd. Terminus 4461. Austin agents.

LONDON, N.W.1.—The Car Mart, Ltd., 297, Euston Rd. Tel. Euston 1212. Austin distributors.

LONDON, N.W.3.—Hall Stat Garages, Ltd., Car Sales Dept., 617, Finchley Rd., Hampstead. Ham. 3255. Austin agents.

LONDON, N.W.3.—Rowland Smith Motors, Ltd., 9, Hampstead High St. Tel. Hampstead 6041. Austin retail dealers.

LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane. Tel. Hendon 1145. Austin agents.

LONDON, N.W.4.—Sanders & Co., Ltd., Parsons St., Hendon. Tel. 1286. Austin dealers, spares—personal service.

LONDON, N.W.6.—Turner & Savage, Ltd., 140, Willesden Lane, Kilburn. Maida Vale 4881. Austin dealers.

LONDON, N.5.—Kelross Garage, Motor Engineers and Agents, Highbury Grange. Tel. Can. 3190. Austin agents.

LONDON, N.14.—Springfield Garages, Ltd., Winchmore Hill Rd., Southgate. Palmers Green 6825. Austin direct dealers.

LONDON, N.16.—Hunters Motors, Ltd., Savoy House, 17, Stoke Newington Rd. Clissold 0051. Austin agents.

LONDON, E.11.—A. W. Story (Motors), Ltd., 685, High Rd., Leytonstone Ley. 6671/2. Austin agents.

LONDON, S.E.9.—Welthall Rd. Garage, Welthall Rd., Tel. Eltham 3854 & 1448. Austin retail distributors.

LONDON, S.E.25.—Seager & Co., 175, Perry Vale. Tel. Forest Hill 1636. Austin Retail Dealers.—Service.

LONDON, S.E.23.—Titjen & Hillier, Ltd., 110, Wood Vale, Honor Oak. Forest Hill 2432. Austin agents.

LONDON, S.W.2.—Rose & Young, Ltd., 65-9, Sternhold Ave., Streatham. Tel. Tulse Hill 6464/8182. Austin agents.

LONDON, S.W.6.—Tanner Bros. Motors, Ltd., 871-3, Fulham Rd. Tel. Ren. 4494-5. Austin agents.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington. Ken. 2477-8. Austin agents.

LONDON, S.W.7.—Offord & Sons, Ltd., 154, Gloucester Rd. Tel. Fremantle 0051. Austin agents.

LONDON, S.W.7.—Petersham Garage, Ltd., Petersham Mews, Queens Gate Place. Tel. Western 4107. Austin agents.

LONDON, S.W.9.—Wilson's Automobiles & Coach Works, Ltd., Trinity Gdns., Brixton. Tel. 4011. Austin agents.

LONDON, S.W.11.—Red Ric's Automobiles, 56, Battersea Bridge Rd. Battersea 6171. Austin dealers, sales, service.

LONDON, S.W.15.—Robbins of Putney, 36-98, Upper Richmond Rd., Putney. Tel. 4581-2-3. Austin agents.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

AUSTIN—Continued

MANCHESTER.—Lookers, Ltd., 5-35, Hardman St., Deansgate. Tel. Blackfriars 5606. Austin distributors.

NEWBURY (Berks).—Wheelers (Newbury), Ltd., The Broadway. Tel. 1021. Austin dealers.

NEWCASTLE-ON-TYNE, 2.—Holloway (Jesmond), Ltd., Fern Ave. Garage. Tel. Jesmond 775/4. Austin agents.

NEWCASTLE-ON-TYNE, 1.—Murray & Charleton, Ltd., College Ave. Tel. 21511. Austin distributors.

NEWPORT PAGNELL.—Tickford, Ltd. Tel. Newport Pagnell 29-30. Austin agents.

NEWTON ABBOT.—A. C. Bulpin & Son, Ltd. Tel. 575. Austin agents.

NOTTINGHAM.—Bennetts (Nottingham), Ltd., 24-30 Shakespeare St. Tel. 44074 (4 lines). Austin dealer.

OLD COLWYN, N. Wales.—Meredith & Kirkham, Ltd. Tel. 5292/3. Austin main dealers.

PEMBROKE DOCK.—W. L. Silcox & Son, Water St., Tel. Pembroke Dock 45/249. Austin agents.

PENZANCE.—Tay or's (Garage), Ltd., Coinage Hall St., Tel. Penzance 2555. Austin main dealer.

PETERBOROUGH.—Marshalls (Cambridge), Ltd., Austin House, 63, Bridge St. Tel. 4641/2/3. Austin distributors.

PEWSEY (Wilts).—Lanpards Garages, Ltd. Tel. 2112. Austin agents.

PORTSMOUTH.—Ernest Wyatt (Motors), Ltd., 10, Queen's Rd. Tel. 2072 (3 lines). Austin agents.

PRESTON.—Dunderdale & Yates, Ltd., Austin House, Fishergate. Tel. 3076/3077. Austin main dealers.

RICKMANSWORTH.—G. Jones & Son (Rickmansworth), Ltd., 54 High St. Tel. 5101. Austin dealers.

ROTHERHAM.—J. Clayton & Sons, The Motor House, Westgate. Tel. 3656. 10076 Austin dealers.

SALISBURY (Wilts).—W. Goddard & Co., Ltd., 41-45, Winchester St. Tel. Salisbury 2292/3. Austin agents.

SANDERSTEAD (Surrey).—Sanderstead Court Garage, Ltd., 145, Limpsfield Rd. Tel. Sanderstead 2251. Austin agents.

SCUNTHORPE (Lincs).—Marshalls Garage (Scunthorpe), Ltd., Station Rd. Tel. 2205. Austin agents.

SHEFFIELD.—Bookless Bros., Abbeydale Rd. South. Dore. Tel. 70081. Austin dealer.

SIDCUP (Kent).—G. Sheppard & Son, 15, Rectory Lane. Tel. Foots Cray 2132-2599. Austin agents.

SKIPTON (Yorks).—Nicholas Smith's Garages, Ltd., Stirton. Tel. Skipton 634 and 635. Austin agents.

SMETHWICK.—R. E. Brown & Co. (Smethwick), Ltd., 81, St. Paul's Rd. Tel. Sme. 1158/9. Austin agents.

SOLIHULL.—Solihull Motor Co., High St. Tel. Solihull 0118. Austin distributors.

SOUTHPORT.—Hattons (Southport), Ltd., 665-671, Lord St. Tel. Southport 2268. Austin distributors.

SPALDING (Lincs).—H. Leverton & Co., Ltd., Broad St. Tel. 3221-8. Austin main agent.

STOKE-ON-TRENT.—Hanley Garage, Ltd., Broad St., Hanley. Tel. Stoke-on-Trent 5177. Austin distributors.

STOURBRIDGE.—Stour Valley Motor Co., Ltd., Hagley Rd. Tel. Stourbridge 5151. Austin main dealers.

STROMNESS.—D. Wishart & Son, The Garage, Tel. Stromness 224. Austin agents.

SURREY.—Carr Bros. Garages, Ltd., High St., Purley. Tel. Uplands 4811/2/3. Austin agents.

THETFORD.—W. & G. Lambert, Ltd. Tel. 2217. Austin dealers.

TUNBRIDGE WELLS.—Ward's Service Garage, Ltd., 519/525, St. John's Rd. Tel. Southborough 900 (2 lines). Austin agents.

WAKEFIELD.—Westgate Motors (Wakefield), Ltd., Austin House, Westgate. Tel. 4222 (4 lines). Austin main agents.

WALLINGTON (Surrey).—Kirkway, Ltd., 166, Stafford Rd. Tel. Wallington 2000/1. Austin distributors.

WEMBLEY.—James Green Motors, 28-30, Watford Rd., Sudbury. Tel. Arnold 4567. Austin retail agents.

WEST HARTLEPOOL.—Leeming Garages, Ltd., Hart Lane. Tel. Hartlepools 5264. Austin main dealers.

WIGAN.—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Austin agents.

WOKING.—The Inkerman Motor Co., Hermitage Rd., St. Johns. Tel. Woking 1105. Austin agents.

WORCESTER.—H. A. Saunders, Ltd., Austin House, Castle St. Tel. Worcester 2368 (4 lines). Austin agents.

YORK.—Castle Garage (York), Ltd., 1, Tower St. Tel. 2900/55968. Austin distributor and main dealers.

BENTLEY

ABERDEEN.—The S.M.T. Sales & Service Co., Ltd., Bon-Accord St. Tel. Aberdeen 29216. Bentley distributors.

CARLISLE.—The S.M.T. Sales & Service Co., Ltd., Viaduct Garage, Tel. Carlisle 1320. Bentley distributors.

CHELTENHAM.—S. P. Broughton & Co., Ltd., Grove Garage, High St. Tel. Cheltenham 2283. Bentley agents.

DERBY.—Sanderson & Holmes, Ltd., London Rd. Tel. Derby 47471. Bentley distributors.

DUNDEE.—Rossleigh, Ltd., 78, Nethergate. Tel. 2064-5-6. Bentley distributors.

EDINBURGH.—Rossleigh, Ltd., 52, Shandwick Place. Tel. Edinburgh 24043-6. Bentley distributors.

GLASGOW.—The Clyde Automobile Co., Ltd., 100, Renfrew St. Tel. Douglas 0556. Bentley distributors.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. 5488/9. Bentley special retailer.

BENTLEY—Continued

INVERNESS.—The S.M.T. Sales & Service Co., Ltd., 112, Academy St. Tel. Inverness 1463. Bentley distributors.

KIRKCALDY.—Rossleigh, Ltd., Park Place. Tel. Kirkcaldy 3703/4. Bentley main dealers.

LEICESTERSHIRE.—Sanderson & Holmes, Ltd., London Rd., Derby. Tel. Derby 47471. Bentley distributors.

LONDON, W.1.—Jack Barclay, Ltd., 12-13, George St., Hanover Square, Mayfair 7444. Bentley official retailers.

LONDON, W.1.—H. A. Fox & Co., Ltd., 3-5, Burlington Gardens. Regent 7687. Bentley official retailers.

LONDON, W.1.—Jack Olding & Co., Ltd., Audley House, North Audley St. Mayfair 5242. Bentley retailers.

LONDON, S.W.7.—Paddon Bros., Ltd., 60, Cheval Place, Kensington. Tel. Kensington 9477/8. Official Bentley retailers.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken. 6642. Bentley specialists.

NORTHAMPTON.—Gruse, Ltd., Marefair. Tel. 4540 (3 lines). Bentley official retailers.

NOTTINGHAM.—Bennetts (Nottingham), Ltd., 24-30, Shakespeare St. Tel. 44074 (4 lines). Bentley dealer.

PIRBRIGHT (Surrey).—Clarkes of Pirbright, Automobile Engineers. Tel. Brookwood 2201-2. Bentley distributors.

STIRLING.—Rossleigh, Ltd., Allan Park. Tel. 1616. Bentley special retailer.

WEST & S.W. SCOTLAND.—The Clyde Automobile Co., Ltd., 100, Renfrew St., Glasgow. Douglas 0556. Bentley distributors.

WIGAN.—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Bentley agents.

BOND MINICAR

BLACKPOOL.—Loxhams of Blackpool, Whitegate Drive. Tel. Marton 754. Bond Minicar distributors.

FOLKESTONE (Kent).—Folkestone Motor Co., Ltd., 336, Cheriton Rd. Tel. Folkestone 75101. Bond Minicar distributors.

NORWICH.—Boshier & Pattenden, Ltd., Chapel Field Road Garages. Tel. 24184-5. Bond Minicar distributors.

BRISTOL

BRISTOL.—Charles Cruickshank Motors, 16-18, Broad Quay, The Centre. Tel. 25280. Bristol distributors.

CATERHAM Hill (Surrey).—Anthony Crook Motors, Ltd., Town End. Tel. Caterham 2252-3. Leading Bristol distributors.

CHELTENHAM.—S. P. Broughton & Co., Ltd., Grove Garage, High St. Tel. Cheltenham 2283. Bristol agents.

EDINBURGH, 4.—James M. Inglis Automobiles, Ltd., 1a, Belford Rd. Tel. 34621. Bristol agents.

GLASGOW, C.3.—James H. Galt, Ltd., 52, Woodlands Rd., Douglas 7596. Bristol distributors for Scotland.

HAMPSHIRE, Dorset and Wilts.—Cedar Service Station, Ltd., Fareham, Hants. Tel. 2277. Bristol distributors.

HEREFORD.—Enterprise Garage & Engineering Co., Ltd., Commercial St. Tel. Hereford 2451. Bristol distributors.

LONDON, W.1.—University Motors, Ltd., Stratton House, 80, Piccadilly. Tel. Grosvenor 4141. Bristol distributors.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-2, Hays Mews, Berkeley Sq. Grosvenor 2563. Bristol official retailers.

MIDDLESBROUGH.—R. F. Parkinson, 29, Bottomley St. Tel. Middlesbrough 3665. Bristol distributors.

NORWICH.—Boshier & Pattenden, Ltd., Chapel Field Road Garages. Tel. 24184-5. Bristol main dealers.

BUICK

LONDON, W.1.—Lendrum & Hartman, Ltd., Buick House, 26b, Albemarle St. Tel. Regent 7121. Buick concessionaires.

CADILLAC

LONDON, W.1.—Lendrum & Hartman, Ltd., Buick House, 26b, Albemarle St. Tel. Regent 7121. Cadillac concessionaires.

CHEVROLET

LEICESTER.—C. A. Nelson, Ltd., Abbey Lane. Tel. Leicester 61241 and 61978. Chevrolet distributors.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane. Temple Bar 3588. Chevrolet distributors.

CITROEN

BATH.—Wildcombe Garages, Ltd., Pulteney Rd., Tel. 4865. Citroen distributors.

ESSEX.—Car Distributors (Essex), Ltd., London Rd., Corringham. Tel. Vange 2118. Citroen distributors.

FORMBY (Nr. Liverpool).—H. Woodward & Son, Ltd., Altcar Works, By-Pass Rd. Tel. Formby 630. Citroen distributors.

GRANTHAM (Lincs).—The North Road Garages (Great Ponton), Ltd., Great Ponton. Great Ponton 251-2. Citroen distributors.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. 5488-9. Citroen distributor.

HOVE, 3.—Edward P. Prestwich & Co., Ltd., 26, 28, St. John's Rd. Hove 34037-9. Citroen distributors.

KETTERING.—Grose (Kettering), Ltd., The Headlands. Tel. 2861-2. Citroen distributors.

LONDON, S.W.3.—Shrimptons Motors, Ltd., 242-244, Brompton Rd. Tel. Kensington 9464. Citroen distributors.

NORWICH.—John L. Pointer, The Garage, Aylsham Rd. Tel. Norwich 20054. Citroen main agents.

CITROEN—Continued

OXFORD.—S. M. Organ & Sons, Ltd., 242-254, Banbury Rd. Tel. 59615 and 59614. Citroen distributors.

REDCAR.—Gerald Fleming, Ltd., Trunk Road Garage. Tel. 1401-4. Citroen distributors and service specialists.

CONNAUGHT

SEND (Surrey).—Connaught Engineering, Portsmouth Rd., Tel. Ripley 3122-3-4. Sole concessionaires for Connaught.

DAIMLER

ABERDEEN.—Rossleigh, Ltd., 383, Union St. Tel. Aberdeen 26285. Daimler distributors.

BOLTON.—Parkers (Manchester and Bolton), Ltd., Bradshawgate. Tel. 4060. Daimler main area dealers.

BRIDGWATER.—W. E. Challice, Cannington. Tel. Combwich 228. Daimler main agent.

CARDIFF.—Morsmith Motors, Ltd., 41-47, Frederick St. Tel. 6266-7. Daimler distributors.

DUNDEE.—Rossleigh, Ltd., 78, Nethergate. Tel. 2064-5-6. Daimler distributors.

EDINBURGH.—Rossleigh, Ltd., 52, Shandwick Place. Tel. Edinburgh 24043-6. Daimler distributors.

EXETER.—Torquay Motors, Ltd., Topsham Rd. Tel. Exeter 3579. Daimler distributors.

HAWICK (Scotland).—Hawick Motor Co., Croft Rd. Tel. 2135. Daimler main agents.

KIRKCALDY.—Rossleigh, Ltd., Park Place. Tel. Kirkcaldy 3703-4. Daimler main dealers.

LEICESTER.—Mantle & Boarland, Ltd., 2, Chatham St. Tel. 56167. Daimler distributors.

LONDON, S.W.7.—Offord & Sons, Ltd., 154, Gloucester Rd. Tel. Fremantle 0051. Daimler agents.

MANCHESTER, 3.—J. C. Alexander, Ltd., 190, Deansgate. Tel. Den. 4795-6. Daimler distributors.

MANCHESTER, 1.—County Garage, Sackville St. Tel. Central 8011-2 and Ard. 2962. Daimler agents.

NEWBURY (Berks).—Wheelers (Newbury), Ltd., The Broadway. Tel. 1021. Daimler main dealers.

NEWCASTLE-ON-TYNE.—Adams & Gibbon, Ltd., Motor Engineers, St. Thomas St. Tel. Newcastle 28281. Daimler distributors.

NORTHAMPTON.—Northampton Motor Services, Ltd., Pike Lane. Tel. 2111-2. Daimler distributors.

SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., West Street and Bailey Lane. Tel. 22898/22625. Daimler main dealers.

SOUTHEND-ON-SEA.—Eastern Automobiles (Southend), Ltd., 1163-7, London Rd., Leigh. Leigh-on-Sea 75624. Daimler distributors.

ST. ALBANS.—Marlboro' Motors (St. Albans), Ltd., 7, London Rd. Tel. 1590-1. Daimler distributors.

STIRLING.—Rossleigh, Ltd., Allan Park. Tel. 1616. Daimler area dealer.

SWANSEA.—Morsmith Motors, Ltd., Clarence Terr. Tel. 2101-2. Daimler distributors.

TORQUAY.—Torquay Motors, Ltd., Torwood St. Tel. 3054. Daimler distributors.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garage), Ltd., 12, London Rd., Tunbridge Wells 1425. Daimler distributors.

DELLOW

LONDON, S.E.22.—The Gordon Garage (Dulwich), Ltd., 53-55, East Dulwich Rd. London and South-Eastern Counties Dellow distributors.

NORWICH.—Boshier & Pattenden, Ltd., Chapel Field Road Garages. Tel. 24184-5. Dellow distributors.

DYNA-VERITAS

SEND (Surrey).—Connaught Engineering, Portsmouth Rd. Tel. Ripley 3122-3-4. Sole concessionaires for Dyna-Veritas.

FIAT

LEEDS, 7.—Brown & White (Leeds), Ltd., Roundhay Rd. Tel. 43405. Fiat distributors.

FORD

BASINGSTOKE (Hants).—The Goldings Park Motor Co., Ltd., London Rd. Tel. Basingstoke 241. Ford agents.

BOLTON.—Parkers (Manchester and Bolton), Ltd., Bradshawgate. Tel. 4060. Ford retail dealers.

CARDIFF.—A. E. Harris, Ltd., 10-11, Castle St. Tel. Cardiff 3749-3750-8392 Ford main dealer.

CHELTENHAM.—Victory Motor Co. (Cheltenham), Ltd. Tel. 5105-6-7. Ford main dealers.

CHESHAM, Bucks.—C. Catling, 20, High St. Tel. 156. Ford agents.

CHESTER.—Dutton & James, Ltd., City Rd. Tel. 21477. Ford distributors.

CONSETT (Co. Durham).—Atkinson & Browell, Ltd., Plaza Buildings. Tel. Consett 137. Ford main dealers.

DORKING.—F. W. Mays & Co., Ltd., South St. Tel. 2244-5. Ford retail dealers.

EDINBURGH.—Alexanders of Edinburgh, Ltd., Semple St. Tel. 25131. Ford distributors.

EPSOM (Surrey).—The Farm Garage, Ltd., 28, Church St. Epsom 16-6-7. Ford distributors.

FORFAR, Angus.—A. T. Muncall Ltd., 167-9, Castle St. Tel. Forfar 551. Ford distributors.

HALESOWEN.—Newbury Motors, Ltd., Manor Lane. Tel. 1641-2. Ford agents.

HASTINGS.—J. Hillingsworth, Ltd., Braybrooke Rd. Tel. Hastings 2727. Ford main dealers.

HIGH WYCOMBE.—Norman Reeves (Motors), Ltd., Crendon St. Tel. High Wycombe 1137 (2 lines). Ford distributors.

HIGH WYCOMBE.—Tillions Garage, Priory Rd. Tel. High Wycombe 323. Ford main dealers.

HULL.—Harbour Motors, Ltd., 172, Anlaby Rd. Tel. 15500. Ford distributors.

KILMARNOCK.—The Dunlop Motor Co., Ltd., 30, Grange St. Tel. Kil. 1277-8. Ford distributors.

LIVERPOOL, 7.—Meadows Automobiles, Ltd., 159-161, Prescot Rd. Tel. Stoneycroft 6441 (3 lines) Ford agents.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

FORD—Continued

LONDON, W.1.—Herbert & Mills, Ltd., 75, St. Portland St. Tel. Langham 3506. Ford agents.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-2, Hays Mews, Berkeley Square. Grosvenor 2563. Ford official retailers.

LONDON, N.W.2.—Bradbury of Cricklewood, Ltd., Edgware Rd. Tel. Glad. 1194-6. Ford main dealers.

LONDON, N.W.3.—Rowland Smith Motors, Ltd., Hampstead High St. Tel. Hampstead 6041. Ford retail dealers.

LONDON, N.W.5.—Blue Star Garages, Ltd., Car Sales Dept., 55, High St., Hampstead. Tel. Ham. 6061. Ford agents.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-155, High St., Harlesden. Tel. Ele. 6256-7-8. Ford agents.

LONDON, N.12.—W. Harold Perry, Ltd., "Invicta Works," 279, Ballards Lane, Finchley. Hillside 4444-9. Ford main dealer.

LONDON, E.11.—A. W. Story (Motors), Ltd., 683, High Rd., Leytonstone. Tel. Ley. 6671-2. Ford agents.

LONDON, S.E.9.—Welihall Road Garage, Welihall Rd. Tel. Eltham 3434 & 1446. Ford retail distributors.

LONDON, S.E.23.—Titjen & Hillier, Ltd., 110, Wood Vale, Honor Oak. Forest Hill 2432. Ford agents.

LONDON, S.W.2.—Adlards Motors, Ltd., 43, Acre Lane, Brixton. Tel. Brixton 6451. Ford main distributors.

LONDON, S.W.3.—Tankard & Smith, Ltd., 194-198, Kings Rd. Tel. Flaxman 4801-3. Ford retail dealers.

LONDON, S.W.5.—R. C. Wimbush, Ltd., 512, Earls Court Rd. Tel. Fremantle 8401. Ford retail dealer.

LONDON, S.W.6 Rawlings Tudor Garage, Ltd. 925, Fulham Rd. Renown 2281. Ford dealers. Satisfaction guaranteed.

LONDON, S.W.6.—Tanner Bros. Motors, Ltd., 871-5, Fulham Rd., Tel. Ren. 4494-5. Ford agents.

LONDON, S.W.7.—Petersham Garage, Ltd., Petersham Mews, Queens Gate Place. Tel. Western 4107. Ford agents.

LONDON, S.W.9.—Wilson's Automobiles & Coach Works, Ltd., Trinity Gardens, Brixton. Brixton 4011. Ford agents.

LONDON, S.W.19.—Bainshaw, Ltd., Hartfield Rd., Wimbledon. Tel. Lib. 4611. Ford distributors.

LUTON (Beds).—Luton Motor Co., Ltd., 526-340, Dunstable Rd. Tel. 3715 & 3714. Ford distributors.

MALVERN (Worcs).—T. J. Daniel, Ltd., The Motor House. Tel. 1080-1. Ford distributors.

MANCHESTER, 13.—Manchester Garages, Ltd., Oxford Rd. Tel. Ruskolme 1456. Ford distributors.

MANCHESTER, 16.—H. & J. Quick, Ltd., Chester Rd., Old Trafford. Tel. Trafford 2201 (10 lines). Ford dealers.

MANSFIELD.—C. P. Evinson, Ltd., 51-5, West Gate. Tel. 1270 (4 lines). Ford distributors.

NEWARK (Notts).—Brooks Motor Co. (Newark), Ltd., Castlegate & Farndon Rd. Tel. 1152-5 & 669. Ford distributors.

NEWBURY (Berks).—Wheelers (Newbury), Ltd., The Broadway. Tel. 1021. Ford dealers.

NEWCASTLE-ON-TYNE, 1.—R. H. Patterson & Co., Ltd., Forth Street Works. Tel. 23563. Ford distributors.

NORTHAMPTON.—Henry Oliver, Ltd., George Rd. Tel. 3510. Ford distributors.

NOTTINGHAM.—Carter Gate Motor Co., 201-211, Lower Parliament St. Tel. 43524. Ford distributors.

PRESTON (Lancs).—Bradshaws Motor House, Ltd., Marsh Lane. Tel. 4085. Ford main dealers.

RUISLIP (Middx).—Ruislip Garages, 128, High St., Tel. Ruislip 2500. Ford retail sub-dealers.

SAFFRON WALDEN (Essex).—Cleales, Ltd., 10, King St., Tel. Saffron Walden 3208-3204. Ford distributors.

SHEFFIELD, 2.—T. C. Harrison, Ltd., 53-61, London Rd. Tel. Sheffield 27437. Ford main dealers.

SLOUGH.—Norman Reeves (Motors), Ltd., Windsor Rd. Tel. Slough 22537-8. Ford distributors.

UXBRIDGE (Middlesex).—Norman Reeves (Motors), Ltd., High St. Tel. Uxbridge 444-5-6. Ford distributors.

WATFORD.—Norman Reeves (Motors), Ltd., High St. Tel. Watford 2227 (3 lines). Ford distributors.

WEMBLEY.—James Green Motors, 2-30, Watford Rd., Sudbury. Tel. Arnold 4567. Ford retail agents.

WESTON-SUPER-MARE.—Grove Park Garage, Ltd., Bristol Rd. Tel. Weston-super-Mare 17 & 2281. Ford distributors.

WORCESTER.—The Motor House, T. J. Daniel, Ltd. Tel. 6261-2-3. Ford main dealers.

HEALEY

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. 5488-9. Healey distributor.

LEEDS.7.—Brown & White (Leeds), Ltd., Roundhay Rd. Tel. 45405. Healey agents.

MANCHESTER, 3.—J. C. Alexander, Ltd., 190, Deansgate. Tel. Den. 4795/6. Healey distributors.

NORTHAMPTON.—Northampton Motor Services, Ltd., Pike Lane. Tel. 2111-2. Healey distributors.

NORWICH.—Boshier & Pattenden, Ltd., Chapel Field Road Garages. Tel. 24184-5. Healey distributors.

HILLMAN

BEXLEYHEATH (Kent).—Broadway Motors (J. D. Vergette, Ltd.), 16-18, Broadway. Tel. Bexleyheath 3591-2. Hillman (Minx) main agents.

BRADFORD.—Thornton Engineering Co., Ltd., 150, Manningham Lane. Tel. Bradford 27161. Hillman (Minx) distributors.

CHELTENHAM (Glos.).—Ebdons Automobiles, Ltd., 16-28, Bath Rd. Tel. 5895-6 Hillman (Minx) distributors.

CROYDON.—Smith Auto Co., Ltd., 145, London Rd. Tel. Croydon 4600 and 4632. Hillman (Minx) main agents.

DUNDEE.—Angus Garage Co., Ltd., Crichton St. Tel. 4131. Hillman (Minx) distributors.

ELY (Cambs).—Ely Service Motor Co., Ltd., Lynn Rd. Tel. 481. Hillman (Minx) agents.

ERITH (Kent).—North End Machinery & Motor Services, Ltd., North End Rd. Erith 3000. Hillman agents.

HILLMAN—Continued

EXETER.—Torquay Motors, Ltd., Topsham Rd. Tel. Exeter 3579. Hillman (Minx) agents.

GLASGOW, S.1.—Regent Park Motor Co., Ltd., 6/12, G Nithdale St. Tel. Pollok 0666. Hillman agents.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. 5488-9. Hillman (Minx) special dealer.

HARROW (Middx.).—Automobile & Aircraft Services, Ltd., 609, Kenton Rd., Tel. Wordsworth 7605-6. Hillman (Minx) agents.

HATFIELD (Herts).—W. Waters & Sons, Ltd., Barnet-By-Pass. Tel. Hatfield 2711. Hillman (Minx) Distributors.

HAVERFORDWEST.—James Parry, County Motors. Tel. Haverfordwest 122. Hillman (Minx) retail dealer.

HERTFORD.—W. Waters & Sons, Ltd., North Rd. Tel. Hertford 3044. Hillman (Minx) distributors.

HULL.—Triangle Motor Co., Ltd., Anlaby Rd. Tel. Hull 15660 (six lines). Hillman (Minx) distributors.

HYTHE, Kent.—H. F. Edwards & Co., Ltd., Swains Garage, Seabrook Rd. Hythe 67311. Hillman agents.

LINCOLN.—J. H. Beal, Garage & Coachworks, Saxilby Rd. Tel. Saxilby 207. Hillman (Minx) agents.

LONDON, E.1.—Cattermole Garages, Ltd., 79-89 Pentonville Rd. Tel. Terminus 1001/7. Hillman (Minx) dealers.

LONDON, N.17.—Robert Chidley, Ltd., 658, High Rd., Tottenham. Tottenham 6611-2-3. Hillman (Minx) main dealers.

LONDON, E.4. Reliance Motors (Chingford), Ltd., Hall Lane, Silverthorn 4495. Hillman main dealers spares service.

LONDON, S.E.26.—Maythorpe Motor Co., Mayow Rd., Sydenham. Tel. Syd. 5123-4. Hillman (Minx) dealers.

LONDON, S.W.7.—Harold Radford & Co., Ltd., 6 Melton Court, Kensington. Ken. 6642. Hillman (Minx) main agents.

MAIDENHEAD (Berks).—Sawfords Garage, Braywick. Tel. Maidenhead 724. Hillman (Minx) agents.

PERTH.—The Angus Garage Co., Ltd., 5-7, Victoria St. Tel. Perth 2384. Hillman (Minx) distributors.

PLYMOUTH.—M. Thomas (Motors), Ltd., 58-64 Embankment Rd. Plymouth 3003 (5 lines). Hillman (Minx) distributors.

RHYL.—B. & D. Brookes, Morville Garage, East Parade. Tel. Rhyl 1011 & 289. Hillman (Minx) agents.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd. Tel. Romsey 3185-6-7. Hillman (Minx) agents.

RUISLIP (Middx).—Ruislip Garages, 128, High St. Tel. Ruislip 2500. Hillman dealers.

SHIPSTON-ON-STOUR.—V. W. Davies & Son, Ltd., Church St. Tel. 3. Hillman (Minx) dealers.

SLOUGH (Bucks).—Peerless Motors, Ltd., Bath Rd. Tel. Slough 22594. Hillman Minx dealers.

STANLEY COMMON, Nr. Derby.—Elliott & Robinson, Automobile Engineers. Tel. Ilkeston 263. Hillman (Minx) agents.

STIRLING.—Scottish Automobile Co., Ltd., Royal Garage, Wallace St. Tel. Stirling 1585. Hillman (Minx) Distributors.

SUTTON (Surrey).—Phœnix Motor Co. (Surrey), Ltd., Phœnix House, High St. Vigilant 1121/4. Hillman (Minx) main dealer.

TUNBRIDGE WELLS (Kent).—J. Rawson & Sons, Ltd., Mount Pleasant, Tunbridge Wells 3494. Hillman (Minx) distributors.

TUNBRIDGE WELLS.—St. John's Motor Co., Ltd., 62-4, St. John's Rd. Tunbridge Wells 20619. Hillman (Minx) agents.

TRURO.—Trafalgar Garage, Ltd., Trafalgar Square. Tel. Truro 2445. Hillman (Minx) distributors.

WEST BROMWICH.—J. Sharratt & Sons, Tower Garage, Carters Green, West Bromwich 0352. Hillman (Minx) main agents.

WINDSOR.—Martins of Windsor, St. Leonards Rd. Tel. 849. Hillman (Minx) distributors.

HOTCHKISS

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken. 6642. Hotchkiss sole concessionaires.

H.R.G.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken. 6642. Sole distributors, London, Home Counties.

HUMBER

BEXLEYHEATH (Kent).—Broadway Motors (J. D. Vergette, Ltd.), 16-18, Broadway. Tel. Bexleyheath 3591-2. Humber main agents.

BRADFORD.—Thornton Engineering Co., Ltd., 150, Manningham Lane. Tel. Bradford 27161. Humber distributors.

CHELTENHAM (Glos.).—Ebdons Automobiles, Ltd., 16-28 Bath Rd. Tel. 5895-6. Humber distributors.

CROYDON.—Smith Auto Co., Ltd., 145 London Rd. Tel. Croydon 4600 and 4632. Humber main agents.

DUNDEE.—Angus Garage Co., Ltd., Crichton St. Tel. 4131. Humber distributors.

EPSOM, Surrey.—H. F. Edwards & Co., Ltd., 28-30, Upper High St. Epsom 9400. Humber agents.

ERITH (Kent).—North End Machinery & Motor Services, Ltd., North End Rd. Erith 3000. Humber agents.

HARROW (Middx).—Automobile & Aircraft Services, Ltd., 609 Kenton Rd. Tel. Wordsworth 7605-6. Humber agents.

HATFIELD (Herts).—W. Waters & Sons, Ltd., Barnet By-pass. Tel. Hatfield 2711. Humber distributors.

HAVERFORDWEST.—James Parry, County Motors. Tel. Haverfordwest 122. Humber retail dealer.

HERTFORD.—W. Waters & Sons, Ltd., North Rd. Tel. Hertford 3044. Humber distributors.

HULL.—Triangle Motor Co., Ltd., Anlaby Rd. Tel. Hull 15660 (6 lines). Humber distributors.

LEAMINGTON SPA.—Percy Johnson, Ltd., Spencer St. Leamington Spa. 3081-2. Humber agents. Leamington Spa and Warwick district

HUMBER—Continued

LONDON, N.1.—Cattermole Garages, Ltd., 79-89, Pentonville Rd. Tel. Terminus 1001-7. Humber dealers.

LONDON, N.17.—Robert Chidley, Ltd., 658, High Rd., Tottenham. Tel. Tottenham 6611-2-3. Humber main dealers.

LONDON, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane, Silverthorn 4495. Humber main dealers. spares service.

LONDON, S.E.26.—Maythorpe Motor Co., Mayow Rd., Sydenham. Tel. Syd. 5123-4. Humber dealers.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken. 6642. Humber main agents.

MAIDENHEAD (Berks).—Sawfords Garage, Braywick. Tel. Maidenhead 724. Humber agents.

PERTH.—The Angus Garage Co., Ltd., 5-7, Victoria St. Tel. Perth 2384. Humber distributors.

PLYMOUTH.—M. Thomas (Motors), Ltd., 58-64 Embankment Rd. Plymouth 3003 (5 lines). Humber distributors.

RHYL.—B. & D. Brookes, Morville Garage, East Parade. Tel. Rhyl 1011 & 289. Humber agents.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd. Tel. Romsey 3185-6-7. Humber agents.

RUISLIP (Middx).—Ruislip Garages, 128, High St. Tel. Ruislip 2500. Humber dealers.

SHIPSTON-ON-STOUR.—V. W. Davies & Son, Ltd., Church St. Tel. 3. Humber dealers.

STIRLING.—Scottish Automobile Co., Ltd., Royal Garage, Wallace St. Tel. Stirling 1585. Humber distributors.

SUTTON (Surrey).—Phœnix Motor Co. (Surrey), Ltd., Phœnix House, High St. Vigilant 1121-4. Humber main dealer.

TRURO.—Trafalgar Garage, Ltd., Trafalgar Sq. Tel. Truro 2445. Humber distributors.

TUNBRIDGE WELLS (Kent).—J. Rawson & Sons, Ltd., Mount Pleasant, Tunbridge Wells 3494. Humber distributors.

WEST BROMWICH.—J. Sharratt & Sons, Tower Garage, Carters Green. West Bromwich 0352. Humber main agents.

WINDSOR.—Martins, of Windsor, St. Leonards Rd. Tel 349. Humber distributors.

JAGUAR

ABERDEEN.—Rosskeigh Ltd., 383, Union St. Tel. Aberdeen 26285. Jaguar distributors.

BARNSTAPLE (N. Devon).—Prideaux' (Barnstaple) Ltd., Tel. Barnstaple 3058. Jaguar distributors.

BOLTON.—Parkers, Manchester and Bolton, Ltd., Bradshawgate. Tel. 4080. Jaguar area distributors.

BRENTFORD (Middx).—Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd. Ealing 5400. Jaguar dealers.

BROMLEY (Kent).—K. J. Motors, Ltd., 157-149, Widmore Rd. Tel. Ravensbourne 7456-7-8. Jaguar main dealer.

BURY.—Carrs, Ltd., Motor Engineers, Knowsley St. Tel. 598. Jaguar agents.

CARLISLE.—The S.M.T. Sales & Service Co., Ltd., Viaduct Garage. Tel. Carlisle 1320. Jaguar distributors.

COLLINS GREEN (Lancs).—Hawthorns Motor Co., Penny Lane. Tel. Newton Le Willows 2356. Jaguar agents.

DARWEN.—Bottomgate Motors, Ltd., Bolton Rd. Tel. Darwen 774. Jaguar main dealers.

DERBY.—Sanderson & Holmes, Ltd., London Rd. Tel. Derby 47471. Jaguar distributors.

DUMFRIES.—The S.M.T. Sales & Service Co., Ltd., York Place. Tel. Dumfries 1601. Jaguar distributors.

DUNDEE.—Rosskeigh, Ltd., 73, Nethergate. Tel. 2064-5-6. Jaguar distributors.

EDINBURGH.—Rosskeigh, Ltd., 52, Shandwick Place. Tel. Edinburgh 24043-6. Jaguar distributors.

GLASGOW, C.2.—Ritchies, Ltd., 36-44, Renfrew St. Tel. Dou. 5051-2-3. Jaguar distributors.

HAWICK (Scotland).—Hawick Motor Co., Croft Rd. Tel. 2135. Jaguar main agents.

KIRKCALDY.—Rosskeigh, Ltd., Park Place. Tel. Kirkcaldy 2705-6. Jaguar main dealers.

LONDON, W.1.—Jaguar Cars, Ltd., 2, Lexington St., Gerrard 8600. Jaguar retail dealers.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St. Tel. Grosvenor 4772. Jaguar agents.

LONDON, N.W.3.—Rowland Smith Motors, Ltd., Hampstead High St. Tel. Hampstead 6041. Jaguar retail dealers.

LONDON, N.13.—Saul & Slatter, Ltd., 44-46, Alderman's Lane, Palmers Green 1205/7175. Jaguar main dealers.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham. Stamford Hill 8000. Jaguar agents.

LONDON, E.7.—R. P. Powell Motors, Ltd., 321, Romford Rd., Forest Gate. Maryland 4618-9. Jaguar main dealers.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken. 6642. Jaguar main agents.

LONDON, S.W.15.—Robbins of Putney, 96 & 98, Upper Richmond Rd., Putney. Putney 4581-2-3. Jaguar agents.

MANCHESTER.—Henlys, Ltd., 1-5, Peter St., Blackfriars 7945. Jaguar distributors South Lancs, Cheshire, North Wales inc. Merseyside.

NEW BARNET (Herts).—Clockhouse Garage, Ltd., Brookhill Rd. Tel. Barnet 3808. Jaguar agents.

NEWCASTLE-ON-TYNE.—Rosskeigh, Ltd., Olympia Garage, Northumberland Rd. Tel. Newcastle-on-Tyne 26211. Jaguar distributors.

NEWPORT (Mon).—Moxhams (Newport), Ltd., 14-16, Rodney Rd. Tel. 4127-8. Jaguar agents.

NEWPORT.—Skerrits Garage, Ltd., Tel. Newport 1148. Jaguar agents.

NORTHAMPTON.—Grose, Ltd., Marefair. Tel. 4540 (3 lines). Jaguar distributors.

PRESTON (Lancs).—Ashton Preston Garages, Ltd., Jaguar House, Blackpool Rd. Tel. Preston 59455. Jaguar distributors.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

JAGUAR—*Continued*

REDCAR.—Gerald Fleming, Ltd., Trunk Road Garage. Tel. 1401-4. Jaguar sales and service specialists.

SHEFFIELD, 1 (Yorks).—Ernest W. Hatfield, Ltd., 147-151, Norfolk St. Tel. Sheffield 21176. Jaguar distributors.

SLOUGH (Bucks).—Peerless Motors, Ltd., Bath Rd. Tel. Slough 22394. Jaguar main dealers.

SPALDING (Lincs).—H. Leverton & Co., Ltd., Broad St. Tel. 3221-8. Jaguar main agent.

STIRLING.—Rossleigh, Ltd., Allan Park. Tel. 1616. Jaguar area dealer.

SWANSEA.—Morsmith Motors, Ltd., Clarence Terrace. Tel. 2101-2. Jaguar main agents.

WIGAN.—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Jaguar agents.

JENSEN

NEWCASTLE-ON-TYNE.—Rossleigh, Ltd., Olympia Garage, Northumberland Rd. Tel. Newcastle-on-Tyne 26211. Jensen distributors.

JOWETT

ABERDEEN.—Holburn Motors, Ltd., 515, Holburn St. Tel. Aberdeen 24374/5 (2 lines). Jowett (Javelin) main agents.

ASHFORD (Kent).—C. Hayward & Son, 20-46, New St. Ashford 334 (8 lines). Jowett (Javelin) distributors.

BECKENHAM (Kent).—Cooter & Green, 485, Upper Elmers End Rd. Tel. 2565. Jowett (Javelin) main agents.

BEXLEYHEATH (Kent).—Milestones (Service Garage), Ltd., 506, Erith Rd. Erith 2469, 2629. Jowett (Javelin) distributors.

BIRMINGHAM, 16.—Frank Moseley (A. S. & S.), Ltd., Steward St., Spring Hill. Tel. Edg. 0916. Jowett (Javelin) main agents.

BLETCHLEY, Bucks.—E. Vaughan, 10/14, Aylesbury St., Bletchley 166. Jowett (Javelin) main agent and distributor.

BRADFORD.—Grosvenor Garage (Bfd.), Ltd., Grosvenor Rd., Bradford. Tel. 23081. Jowett Javelin and Jupiter main agents.

BRADFORD.—L. G. Mason (Bradford), Ltd., The Fleet Garage, Killinghall Rd. Tel. 64411, 64212. Jowett (Javelin) main agents.

BRIDLINGTON (Yorks).—Buckrose Motors, Ltd., Flamborough Rd. Tel. 2226-7. Jowett (Javelin) agents.

CAMBRIDGE.—Hallens Motor Engineers, Union Lane. Tel. Cambridge 56225/7. Jowett (Javelin) distributors.

CARLISLE.—J. J. Armstrong, Ltd., Denton Garage, Thomas St. Tel. Carlisle 1165. Jowett (Javelin) distributors.

CARMARTHEN.—Western Motors (Carmarthen), Ltd., Riverside. Tel. Carmarthen 7496/7. Jowett (Javelin) main agents.

CROYDON.—Godfreys, Ltd., 228-234, London Rd. Tel. Croydon 3641/2. Jowett (Javelin) agents.

DONCASTER.—Claybourn's "The Car People," Hallgate. Tel. 3414. Jowett (Javelin) main agents.

DUNDEE.—William Devlin, 188, Perth Rd. Tel. 5666. Jowett (Javelin) main agents.

EDINBURGH, 2.—Eastern Motor Co., Ltd., 52, George St. Central 6294. Jowett (Javelin) main dealers.

FALMOUTH.—Pollard's Garage, Dracaena Avenue. Tel. Falmouth 285. Jowett (Javelin) distributors.

HARROW.—Bunting's Motor Exchange, Bonnersfield Lane. Tel. Harrow 6225/6. Jowett (Javelin) distributors.

HORLEY (Surrey).—F. Fairman & Sons, Ltd., Victoria Rd. Horley 17. Jowett (Javelin) main agents.

KETTERING (Northants).—Wardle Bros., Stamford Rd. Tel. 2378. Jowett (Javelin) main agents.

KING'S LYNN (Norfolk).—Peter Guest, Ltd., Wootton Rd. Tel. Kings Lynn 4129. Jowett (Javelin) distributors.

KINGSTON-ON-THAMES.—G. W. Wilkin, Ltd., 1, Weston Park. Kingston 2241. Jowett (Javelin) main agents.

LEEDS, 2.—Leeds Autocars, Ltd., Templar St., and New York Rd. Tel. 31551/3. Jowett (Javelin) main agents.

LIVERPOOL, 1.—Carr's Motors, 20/22, Hardman St. Tel. Royal 5141, 2, 3, 4. Jowett (Javelin) main agents.

LONDON, W.1, H. M. Bentley & Partners, Ltd., 9, Albemarle St. Tel. Gro. 5551. Jowett (Javelin) agents.

LONDON, N.17.—The Red Circle, Ltd., Eastern Arm, Great Cambridge Rd., Tottenham. Tel. 1906, 7553. Jowett (Javelin) main agents.

LONDON, S.W.1.—Wimbush & Co., Ltd., Abbey House, Victoria St. Abbey 6896. Jowett (Javelin) main agents.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken. 6842. Jowett (Javelin) distributors.

LONDON, S.W.18.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common. Vandyke 1166. Jowett (Javelin) distributors.

LONGTON, Stoke-on-Trent.—Longton Garages, Ltd., Stafford St. Tel. Longton 3253. Jowett distributors.

MACCLESFIELD.—Stanway's Motor Works, Great King St. Tel. Macclesfield 3216. Jowett (Javelin) distributors.

MANCHESTER, 3.—Tom Mellor, Ltd., Deansgate House, 274, Deansgate. Deansgate 6181/2. Jowett (Javelin) main agents.

MILFORD HAVEN (Pembs).—J. H. Jones (Garages), Ltd., Victoria Garage. Milford Haven 124. Jowett (Javelin) main agents.

NORTHAMPTON.—Butcher's Garage, Kettering Rd. Tel. 2439. Jowett (Javelin) main agent.

NORWICH.—John L. Pointer, The Garage Aylsham Rd. Tel. Norwich 20054. Jowett (Javelin) main agents.

PIRBRIGHT (Surrey).—Clarkes of Pirbright, Automobile Engineers. Tel. Brookwood 2201-2. Jowett (Javelin) distributors.

JOWETT—*Continued*

PRESTON.—Thomas Parish & Sons, Ltd., 52-62, Corporation St. Preston 4113. Jowett (Javelin) main agents.

RHOS-ON-SEA.—Service Garage, Llandudno Rd. Tel. Colwyn Bay 4450. Jowett (Javelin) main agents.

RUGBY.—Sam Robbins, Ltd., Bilton Rd. Tel. Rugby 2063/4. Jowett (Javelin) distributors.

SALFORD, 3.—Tom Mellor, Ltd., 272/280, Chapel St. Tel. Deansgate 4836. Jowett (Javelin) main agents.

SCUNTHORPE (Lincs).—Marshalls Garage (Scunthorpe), Ltd., Station Rd. Tel. 2505. Jowett (Javelin) distributors.

SHEFFIELD, 1.—Hallamshire Tyre & Motor Co., Ltd., Broad Lane. Sheffield 25048/9. Jowett (Javelin) main agents.

SHEFFIELD, 1.—J. Gilder & Co., Ltd., 16, Cambridge St. Sheffield 26356. Jowett (Javelin) main agents.

SURREY.—Carr Bros. Garages, Ltd., High St., Purley. Tel. Uplands 4811/2/3. Jowett (Javelin) agents.

TANKERTON (Kent).—George Pitt Motors, Ltd., Tankerton Garage. Tel. Whitstable 2244. Jowett (Javelin) distributors.

TORQUAY.—Torquay Motors, Ltd., Torwood St. Tel. Torquay 3054. Jowett (Javelin) distributors.

WINCHESTER.—Autowork (Winchester), Ltd., Station Hill. Tel. 4634. Jowett (Javelin) agents.

WORKSOP (Notts).—Worksop Motors, Ltd., 86, Newcastle Avenue. Tel. 2664. Jowett (Javelin) main agents.

KAISER

GLASGOW, C.3.—St. George's Motors (Glasgow) Ltd., 126, New City Rd. Bou. 2744-5. Kaiser and Frazer distributors.

LONDON, S.E.5.—Steele Griffiths, Ltd., Camberwell Green. Tel. Rodney 2201. Sole concessionaires Kaiser cars.

LAGONDA

ABERDEEN.—The S.M.T. Sales & Service Co., Ltd., Bon-Accord St. Tel. Aberdeen 29216. Lagonda distributors.

CARLISLE.—The S.M.T. Sales & Service Co., Ltd., Viaduct Garage. Tel. Carlisle 1320. Lagonda distributors.

DORKING (Surrey).—Pipphrook Garage, London Rd. Tel. Dorking 3691. Lagonda official agents.

DUMFRIES.—The S.M.T. Sales & Service Co., Ltd., York Place. Tel. Dumfries 1601. Lagonda distributors.

DUNDEE.—The S.M.T. Sales & Service Co., Ltd., Lochee Rd. Tel. Dundee 6086. Lagonda distributors.

EDINBURGH.—The S.M.T. Sales & Service Co., Ltd., Lothian Rd. Tel. Fou. 2488. Lagonda distributors.

GLASGOW.—The S.M.T. Sales & Service Co., Ltd., 59, West Campbell St. Tel. Cen. 0251. Lagonda distributors.

GLASGOW.—The S.M.T. Sales & Service Co., Ltd., New City Rd. Tel. Douglas 2940. Lagonda distributors.

INVERNESS.—The S.M.T. Sales & Service Co., Ltd., 112, Academy St. Tel. Inverness 1463. Lagonda distributors.

KIRKCALDY.—The S.M.T. Sales & Service Co., Ltd., Victoria Rd. Tel. Kirkcaldy 3771. Lagonda distributors.

LEEDS, 7.—Brown & White (Leeds), Ltd., Roundhay Rd. Tel. 43405. Lagonda distributors.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken. 6842. Lagonda main agents.

MUSSELBURGH.—The S.M.T. Sales & Service Co., Ltd., 194, High St. Tel. Musselburgh 592. Lagonda distributors.

NORTHAMPTON.—Northampton Motor Services Ltd., Pike Lane. Tel. 2111-4. Lagonda distributors.

OXFORD.—E. H. Organ & Sons, Ltd., 242-254, Banbury Rd. Tel. 59613 & 59614. Lagonda distributors.

PERTH.—The S.M.T. Sales & Service Co., Ltd., Dunkeld Rd. Tel. Perth 909. Lagonda distributors.

WOLVERHAMPTON.—Cyril Williams Motors, Ltd., 17, Cleveland St. Tel. Wolverhampton 24171-2. Lagonda distributors.

LAGO TALBOT

SEND (Surrey).—Connaught Engineering, Portsmouth Rd. Tel. Ripley 3122-3-4. Sole concessionaires for Lago Talbot.

LANCHESTER

ABERDEEN.—Rossleigh, Ltd., 583, Union St. Tel. Aberdeen 26285. Lanchester distributors.

BOLTON.—Parkers (Manchester and Bolton), Ltd., Bradshawgate. Tel. 4060. Lanchester main area dealers.

BRIDGWATER.—W. E. Challice, Cannington. Tel. Combwich 228. Lanchester main agent.

CARDIFF.—Morsmith Motors, Ltd., 41-47 Frederick St. Tel. 6266-7. Lanchester distributors.

DUNDEE.—Rossleigh, Ltd., 78, Nethergate. Tel. 2064-5-6. Lanchester distributors.

EDINBURGH.—Rossleigh, Ltd., 32, Shandwick Place. Tel. Edinburgh 24043-6. Lanchester distributors.

EXETER.—Torquay Motors, Ltd., Topsham Rd. Tel. Exeter 3579. Lanchester distributors.

KIRKCALDY.—Rossleigh, Ltd., Park Place. Tel. Kirkcaldy 3703-4. Lanchester main dealers.

LEICESTER.—Mantle & Boarland, Ltd., 2, Chatham St. Tel. 59167. Lanchester distributors.

LONDON, W.1.—Lex Garages, Ltd., 2 Lexington St., Gerrard 8600. Lanchester retail dealers.

LONDON, N.W.5.—Blue Star Garages, Ltd., Car Sales Dept., 617, Finchley Rd., Hampstead. Ham. 2255. Lanchester agents.

LONDON, S.W.9.—Wilson's Automobiles & Coach Works, Ltd., Trinity Gardens, Brixton. Brixton 4011. Lanchester agents.

MANCHESTER, 3.—J. C. Alexander, Ltd., 190, Deansgate. Tel. Dea. 4795-6. Lanchester distributors.

MANCHESTER, 1.—County Garage, Sackville St. Tel. Central 8011-2 and Ard. 2962. Lanchester agents.

NEWBURY (Berks).—Wheelers (Newbury), Ltd., The Broadway. Tel. 1021. Lanchester main dealers.

LANCHESTER—*Continued*

NEWCASTLE-ON-TYNE.—Adams & Gibbon Ltd., Motor Engineers, St. Thomas St. Tel. Newcastle 26281. Lanchester distributors.

NORTHAMPTON.—Northampton Motor Services, Ltd., Pike Lane. Tel. 2111-2. Lanchester distributors.

SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., West St. and Bailey Lane. Tel. 22898/22625. Lanchester main dealer.

SOUTHEND-ON-SEA.—Eastern Automobiles (Southend), Ltd., 1163-7, London Rd., Leigh. Leigh-on-Sea 75824. Lanchester distributors.

STIRLING.—Rossleigh, Ltd., Allan Park. Tel. 1616. Lanchester area dealer.

SURREY.—Carr Bros. Garages, Ltd., High St., Purley. Tel. Uplands 4811-2-3. Lanchester agents.

SWANSEA.—Morsmith Motors, Ltd., Clarence Terrace. Tel. 2101-2. Lanchester distributors.

TORQUAY.—Torquay Motors, Ltd., Torwood St. Tel. Torquay 3054. Lanchester distributors.

LAND ROVER

MALTBY (Nr. Rotherham).—R. W. Hey, 20, Blyth Rd., Maltby 55; after hours Rotherham 2098. Land Rover agents.

MANCHESTER.—David Rosenfield, Ltd., 76, Deansgate. Tel. Deansgate 5455. Land Rover distributors for Lancs and Cheshire.

LEA-FRANCIS

ABERDEEN.—Rossleigh, Ltd., 583, Union St. Tel. Aberdeen 26285. Lea-Francis distributors.

BIRMINGHAM, 13.—Henry Garner, Ltd., Moseley Motor Works. Tel. South 3426-7-8. Lea-Francis distributors.

HALIFAX.—Marshalls (Hfx.), Ltd., Automobile Engineers, King Cross Rd. Halifax 5044 sales, 3529 service. Lea-Francis distributors.

KIRKCALDY.—Rossleigh, Ltd., Park Place. Tel. Kirkcaldy 3705-4. Lea-Francis main dealers.

MANCHESTER, 3.—J. C. Alexander, Ltd., 190, Deansgate. Tel. Dea. 4795-6. Lea-Francis distributors.

NEWBURY (Berks).—Wheelers (Newbury), Ltd., The Broadway. Tel. 1021. Lea-Francis distributors.

NORWICH.—Boshier & Pattenden, Ltd., Chapel Field Road Garages. Tel. 24184-5. Lea-Francis distributors.

SHEFFIELD, 1, and South Yorkshire.—Hallamshire Tyre & Motor Co., Ltd., Broad Lane. Tel. Sheffield 25048-9. Lea-Francis distributors.

MARAUDER

BOGNOR REGIS.—Wilmott's Garage, Aldwick Rd. Tel. 87. Marauder distributors.

M.G.

ASHFORD (Kent).—C. Hayward & Son, 20-46, New St. Tel. Ashford 334 (8 lines). M.G. agents.

BURY.—Carrs, Ltd., Motor Engineers, Knowsley St. Tel. 598. M.G. agents.

CAMBRIDGE.—Hallens Motor Engineers, Union Lane. Tel. Cambridge 56225-7. M.G. distributors.

HANLEY (Stoke-on-Trent).—John Pepper (Hanley), Ltd., 61-65, Piccadilly, Stoke-on-Trent 2251-2. M.G. distributors.

LEAMINGTON SPA.—Moss's Agencies, Ltd., 7-13, High St. Tel. 67. M.G. distributors.

LEEDS, 2.—The Paragon (Hull) Motor Co., Ltd., 5, New York Rd. Tel. 30391. M.G. distributors.

LEEDS, 6.—Sykes & Robinson, Ltd., Royal Park Works, Queens Rd. Tel. Leeds 54135-6. M.G. agents.

LONDON, W.1.—University Motors, Ltd., Stratton House, 80, Piccadilly. Tel. Grosvenor 4141. M.G. distributors.

LONDON, W.1.—H. F. Edwards & Co., Ltd., 154, Gt. Titchfield St. Langham 0012. M.G. agents.

LONDON, N.W.3.—Rowland Smith Motors, Ltd., Hampstead High St. Tel. Hampstead 6041. M.G. retail dealers.

LONDON, E.18.—W. Jacobs & Son, Mill Garage, Chigwell Rd. Wan. 0660/9376. M.G. retail dealers.

LONDON, S.W.3.—Tankard & Smith, Ltd., 194-196, Kings Rd. Tel. Flaxman 4801-3. M.G. retail dealers.

LONDON, S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden Rd., Wimbledon. Liberty 4656. M.G. dealer.

NEWCASTLE (Staffs).—Henry Farr & Son, Ltd., Brunswick St. Tel. Newcastle 67321. M.G. agents.

NEWCASTLE-ON-TYNE.—A. Smart (Newcastle), Ltd. College Ave. Tel. 23259. M.G. distributors.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Sme. 1158-9. M.G. agents.

SURREY.—Carr Bros. Garages, Ltd., High St., Purley. Tel. Uplands 4811-2-3. M.G. agents.

MORGAN

ESSEX.—Car Distributors (Essex), Ltd., London Rd., Corringham. Tel. Vange 2118. Morgan distributors.

KETTERING.—Grose (Kettering), Ltd., The Headlands. Tel. 2661-2. Morgan distributors.

LIVERPOOL, 1.—Carr's Motors, 20-22, Hardman St. Tel. Royal 5141-2-3-4. Morgan distributors.

LONDON, W.1.—Basil Roy, Ltd., 161, Gt. Portland St. Tel. Langham 7733. Morgan distributors.

LUTON (Beds.).—Charles Cowling (Automobile Engineers), Ltd., 40-42, Park St. Tel. Luton 1662. Morgan agents.

NEWCASTLE-ON-TYNE.—Adams & Gibbon, Ltd., Motor Engineers, St. Thomas St. Tel. Newcastle 26281. Morgan agents.

NORWICH.—John L. Pointer, The Garage, Aylsham Rd. Tel. Norwich 20054. Morgan main agents.

NOTTINGHAM.—Bennetts (Nottingham), Ltd., 24-30, Shakespeare St. Tel. 44074 (4 lines). Morgan dealer.

MORRIS

ALRESFORD (Hants).—Hinkin's, Ltd., Automobile Engineers. Tel. Alresford 28. Morris agents.

ASHFORD (Kent).—C. Hayward & Son, 20-46, New St. Tel. Ashford 334 (8 lines). Morris Agents.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

MORRIS—Continued

BLAKENEY (Norfolk).—Pye's Garage (Blakeney), Ltd., Morston Rd. Tel. Cley 329. Morris agents.

BEDFORD.—George Langley, Ltd., "Morris House," Bromham Rd. Tel. 66221. Morris Distributors.

BOLTON.—Parkers (Manchester and Bolton), Ltd., Bradshawgate. Tel. 4060. Morris retail dealers.

BOSTON (Lincs).—Holland Bros., Ltd., Bargate. Tel. Boston 2255/2256. Morris distributors.

BRADFORD & DISTRICT.—Eric S. Myers, Ltd., "NoWorry" Depots, Manningham Lane, Bradford. Tel. 25591. Morris distributors.

BRIDGWATER (Somerset).—Real, Medland & Wills, Ltd. Tel. Bridgwater 2639. Morris dealers.

BROMLEY (Kent).—Crossland Motors, 7, Bromley Common. Tel. Ravensbourne 2204. Morris dealer.

BURY.—Carrs, Ltd., Motor Engineers, Knowsley St. Tel. 598. Morris agents.

CHIPPING SODBURY, nr. Bristol.—Harry Dando, West End Garage. Tel. 2277. Morris dealer.

CASTLE BROMWICH (nr. B'ham).—Castle Bromwich Garage, 278, Chester Rd. Tel. 2080. Morris retail dealers.

DOVER.—Lewis Bros. (Dover), Ltd., 5-19, Cherry Tree Avenue, and 1, Folkestone Rd. 129/41. Morris agents.

DUNDEE.—James B. Tyrie, Wellington Garage, 34, Wellington St. Tel. Dundee 5406. Morris agent.

EARLEY, nr. Reading, Berks.—Loddon Bridge Motors, Ltd. Tel. Reading 61602. Morris agents.

EDINBURGH, 2.—Eastern Motor Co., Ltd., 52, George St. Tel. Central 6294. Morris agents.

ENFIELD.—D. J. Shepherd & Co., Ltd., 454/6, Hertford Rd. Tel. Howard 1431. Morris agents.

EWELL (Surrey).—A. W. Houghton, Ruxley Parade Garage, Kingston Rd. Tel. Ewell 5000. Morris agents.

GRAVESEND.—Spooner Motors, Ltd., The Grove. Tel. Gravesend 5235/7. Morris agents.

HANLEY (Stoke-on-Trent).—John Pepper (Hanley), Ltd., 61/65, Piccadilly, Stoke-on-Trent 2251/2. Morris distributors.

HULL.—Newland Garage & Engineering Co. Prop., Geo. Empson, A.M.I.M.E., 24a & 26, Alexandra Rd. Tel. 82467. Morris dealers.

KENDAL.—Henry Jackson & Co. (Motor Engrs.), Ltd., Kentdale Garage. Tel. 301. Morris retail dealers.

LEEDS, 3.—The Paragon (Hull) Motor Co., Ltd., 5, New York Rd. Tel. 30391. Morris dealers.

LEEDS, 7.—Brown & White (Leeds), Ltd., Roundhay Rd. Tel. 43405. Morris agents.

LITTLEBOROUGH (Lancs).—Ratcliffe Bros., Mount Green Garage, Halifax Rd., Rochdale. Tel. Littleborough 8151. Morris dealers.

LIVERPOOL, 7.—Meadows Automobiles, Ltd., 150-161, Prescot Rd. Tel. Stoneycroft 6441 (3 lines). Morris agents.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41/2, Hays Mews, Berkeley Square. Grosvenor 2563. Morris official retailers.

LONDON, W.1.—Herbert & Mills, Ltd., 75, Gt. Portland St. Tel. Langham 2506. Morris agents.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St. Tel. Grosvenor 4772. Morris agents.

LONDON, W.5.—Stewart & Ardern, Ltd., Sole London Distributors of Morris Cars, Morris House, and regional depots.

LONDON, W.5.—Mall Motors, Ltd., 18/19, The Mall, Ealing. Ealing 4683 & 7900. Morris agents.

LONDON, W.C.1.—Gladwell & Kell (1932), Ltd., Ampton Street Works Grays Inn Rd. Terminus 4461. Morris agents.

LONDON, N.W.3.—Rowland Smith Motors, Ltd., Hampstead High St. Tel. Hampstead 6041. Morris retail dealers.

LONDON, N.W.10.—Blue Star Garages, Ltd., Car Sales Dept., 617, Finchley Rd., Hampstead. Ham. 2255. Morris agents.

LONDON, E.11.—A. W. Story (Motors), Ltd., 683, High Rd., Leytonstone. Tel. Ley. 6671/2. Morris agents.

LONDON, S.E.1.—Alford & Alder, Ltd., 66, Newington Causeway. Tel. Hop 2562/4. Morris retail dealers.

LONDON, S.E.23.—Titjen & Hillier, Ltd., 110, Wood Vale. Honor Oak Forest Hill 2453. Morris agents.

LONDON, S.W.3.—Tankard & Smith, Ltd., 194-196, Kings Rd. Tel. Flaxman 4901/3. Morris retail dealers.

LONDON, S.W.6.—Tanner Bros. Motors, Ltd., 671-5, Fulham Rd., Tel. Ren. 4494-5. Morris agents.

LONDON, S.W.7.—Peterahm Garage, Ltd., Petersham Mews, Queens Gate Place. Tel. Western 4107. Morris agents.

LONDON, S.W.9.—Wilson's Automobiles & Coach Works, Ltd., Trinity Gdns., Brixton. Brixton 4011. Morris agents.

LONDON, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney. Tel. Putney 4581-2-3. Morris agents.

LONDON, S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden Rd., Wimbledon. Liberty 4656. Morris dealer.

MANCHESTER, 14.—Fallowfields Garages, Ltd., 336, Wilmslow Rd. Tel. Rusholme 2727. Morris agents.

NEWBURY (Berks).—Wheelers (Newbury), Ltd., The Broadway. Tel. 1021. Morris dealers.

NEWCASTLE (Staffs).—Henry Parr & Son, Ltd., Brunswick St. Tel. Newcastle 67321. Morris agents.

PEMBROKE DOCK.—W. L. Silcox & Son, Water St. Tel. Pembroke Dock 43/249. Morris agents.

SANDERSTEAD (Surrey).—Sanderstead Court Garage Ltd., 145, Limpsfield Rd. Tel. Sanderstead 2851. Morris agents.

SAXMUNDHAM.—Smith & Wesby, South Entrance. Tel. Saxmundham 29. Morris agents.

MORRIS—Continued

SLOUGH (Bucks).—Hartwell's Motors, Bath Rd. Tel. Burnham 400. Morris agents.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Sme. 1138/9. Morris agents.

SOUTH CROYDON.—C. W. J. Coles (Croydon), Ltd., Automobile Engineers, Blunt Rd. Tel. Croydon 0074. Morris agents.

SUNDERLAND.—Oiswangs Garage, Ltd., 9-10, Bedford St. Tel. 2901. Morris dealers.

THETFORD.—W. & G. Lambert, Ltd. Tel. 2217. Morris dealers.

TORQUAY.—Torquay Motors, Ltd., Torwood St. Tel. Torquay 5054. Morris agents.

TROWBRIDGE.—Town Bridge Garage, Ltd. Tel. Trowbridge 2572/3. Morris area dealers.

WEMBLEY.—James Green Motors, 28-30, Watford Rd., Sudbury. Tel. Arnold 4567. Morris retail agents.

WEST KIRBY.—Tutteys Garage (E. W. Hall), Ltd., Column Rd. Tel. Hoylake 242. Morris agents.

WICKHAM MARKET (Suffolk).—C. C. Nealing, Ltd., High St. Tel. 241. Morris dealers.

WIGAN.—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Morris agents.

OPEL

LEICESTER.—C. A. Nelson, Ltd., Abbey Lane. Tel. Leicester 61341 and 61978. Opel distributors.

OLDSMOBILE

LONDON, W.1.—Lex Garages, Ltd., 2 Lexington St. Gerrard 8600. Oldsmobile Main Dealers, Service, Spares.

PACKARD

BRENTFORD (Middx.).—Leonard Williams and Co. (1940), Ltd., Packard Buildings, Great West Rd., Ealing 3400. Packard Concessionaires.

PEUGEOT

BELFAST (N. Ireland).—Wilson & Leeper, Ltd., 40, Bridge End, Belfast. Belfast 57084. Peugeot Distributors.

CHELTENHAM SPA.—The County Garage, Hewlett Rd. Tel. Cheltenham 4596. Peugeot Distributors.

DEVONSHIRE.—Harrisons Garages, Ltd., Totnes. Tel. Totnes 2247. Peugeot Distributors.

FOLKESTONE.—Auto Pilots, Ltd., Folkestone Harbour. Tel. Folkestone 4580. Peugeot Distributors.

GLASGOW.—Armour Motors (Glasgow), Ltd., Newburgh Works, Newlands. Lanraide Glasgow 2730. Peugeot Distributors.

GLOUCESTERSHIRE.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. Bristol 22514. Peugeot Distributors.

LEICESTERSHIRE.—Hamblins Garages, Ltd., Melton Rd., Leicester. Tel. Leicester 61301. Peugeot Distributors.

LONDON, W.1.—Tom Knowles, 19, Brick St., Tel. Mayfair 5383. Peugeot Sole Concessionaires.

NORFOLK and SUFFOLK.—Herbert R. Taylor & Co., Ltd., Grunsford Rd., Norwich. Tel. Eaton Norfolk 52. Peugeot Distributors.

NOTTINGHAMSHIRE.—John S. Woolley, Ltd., Park Place Park Row, Nottingham. Tel. Nottingham 43895. Peugeot Distributors.

YORKS and Lancs.—Newton of Huddersfield, Viaduct St., Huddersfield. Tel. Huddersfield 3511. Peugeot Distributors.

PORSCHE

SEND (Surrey).—Connaught Engineering, Portsmouth Rd. Tel. Ripley 3122-3-4. Sole Concessionaires for Porsche.

RENAULT

BIRMINGHAM, 15.—Henry Garner, Ltd., Moseley Motor Works. Tel. South 3426-7-8. Renault Distributors.

COLWYN BAY (N. Wales).—Rhos County Garage, Rhos-on-Sea. Tel. Colwyn Bay 4146. Renault distributors.

DUNDEE.—William Devlin, 189, Perth Rd. Tel. 5666. Renault Distributors.

HEREFORD.—Enterprise Garage & Engineering Co., Ltd., Commercial St. Tel. 3451. Renault Distributors.

LONDON, S.W.7.—Offord & Sons Ltd., 154, Gloucester Rd. Tel. Freemantle 0051. Renault Distributors.

NORFOLK.—Boshier & Pattenden, Ltd., Chapel Field Road Garages. Tel. 24184-5. Renault distributors.

NEWPORT.—Skerrits Garage, Ltd. Tel. Newport 1146. Renault Distributors.

SANDERSTEAD (Surrey).—Sanderstead Court Garage, Ltd., 145, Limpsfield Rd. Tel. Sanderstead 2251. Renault Distributors.

WINCHESTER.—Autowork (Winchester), Ltd., Station Hill. Tel. 4854. Renault Distributors.

RILEY

ASHFORD (Kent).—C. Hayward & Son, 20-46, New St. Tel. Ashford 334 (6 lines). Riley Distributors.

BRADFORD and District.—Eric S. Myers, Ltd., "No Worry" Depots, Manningham Lane, Bradford 25591. Riley Dealers.

BURY.—Carrs, Ltd. Motor Engineers, Knowsley St. Tel. 598. Riley Agents.

CARLISLE.—T. W. Moore, F.I.M.I., 70-76, Lowther St. Tel. 244 Riley Distributors—Cumberland.

CHILWELL (Notts).—Harlies & Stokes Attenborough Garage. Tel. Beeston 55297. Riley Retail Dealer.

COLWYN BAY (N. Wales).—Rhos County Garage, Rhos-on-Sea, Colwyn Bay 4146. Riley Dealers.

EDGWARE (Middx.).—Deacons Hook Garage, Hale Lane. Tel. Mill Hill 2244. Riley Agents.

EDINBURGH.—The Scottish Automobile Co. Ltd., 69, Lothian Rd. Tel. Edinburgh 24851. Riley Distributors.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. 5488-9. Riley Distributor.

HANLEY (Stoke-on-Trent).—John Pepper (Hanley), Ltd., 61/65, Piccadilly, Stoke-on-Trent 2251-2. Riley Distributors.

KENDAL.—Henry Jackson & Co. (Motor Engrs.), Ltd., Kentdale Garage. Tel. 301. Riley Distributors.

RILEY—Continued

KIRKCALDY.—Rossleigh, Ltd., Park Place. Tel. Kirkcaldy 3703-4. Riley Main Dealers.

LEAMINGTON SPA.—Moss's Agencies, Ltd., 7-13, High St. Tel. 67. Riley Distributors.

LEEDS, 2.—The Paragon (Hull) Motor Co., Ltd., 5, New York Rd. Tel. 30391. Riley Distributors.

LEEDS 6.—Sykes & Robinson, Ltd., Royal Park Works, Queens Rd. Tel. Leeds 54135-6. Riley Agents.

LEEDS, 7.—Brown & White (Leeds), Ltd., Roundhay Rd. Tel. 43405. Riley Agents.

LONDON, W.1.—H. F. Edwards & Co., Ltd., 154, Gt. Titchfield St. Langham 0012. Riley Agents.

LONDON W.1.—Kevill-Davies & March, Ltd., 41-2, Hays Mews, Berkeley Square. Grosvenor 2563/4956. Riley Official Retailers.

LONDON S.W.1.—J. James (London) Ltd., 55/56, Pall Mall. Tel. Tra. 7511. Riley Distributors.

LONDON, S.W.6.—Tanner Bros. Motors, Ltd., 671-5, Fulham Rd., Tel. Ren. 4494-5. Riley agents.

LONDON, S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden Rd. Wimbledon. Liberty 4656. Riley Dealer.

NEWCASTLE-ON-TYNE, 4.—Aero Motors, Two Ball Lonnen, Penham. Tel. Newcastle 35609. Riley Distributors.

NORTHAMPTON.—Grose, Ltd., Marefair. Tel. 4540 (3 lines). Riley Distributors.

STIRLING.—Rossleigh, Ltd., Allan Park. Tel. 1616. Riley Area Dealer.

ROLLS-ROYCE

ABERDEEN.—The S.M.T. Sales & Service Co., Ltd., Bon-Accord St. Aberdeen 29216. Rolls-Royce distributors.

CARLISLE.—The S.M.T. Sales & Service Co., Ltd., Viaduct Garage. Carlisle 1520. Rolls-Royce distributors.

CHELTENHAM.—S. P. Broughton & Co., Ltd., Grove Garage, High St. Cheltenham 2383. Rolls-Royce distributors.

DERBY.—Sanderson & Holmes, Ltd., London Rd. Tel. Derby 47471. Rolls-Royce distributors.

DUNDEE.—Rossleigh, Ltd., 73, Nethergate. Tel. 2064-5-6. Rolls-Royce distributors.

GLASGOW.—The Clyde Automobile Co., Ltd., 100, Renfrew St. Tel. Douglas 0556. Rolls-Royce distributors.

GRIMSBY.—D. H. & A. H. Bloomer West St. Mary's Gate. Tel. 5488-9. Rolls-Royce special retailer.

INVERNESS.—The S.M.T. Sales & Service Co., Ltd., 112, Academy St. Inverness 1463. Rolls-Royce distributors.

LEICESTERSHIRE.—Sanderson & Holmes Ltd., London Rd., Derby. Tel. Derby 47471. Rolls-Royce distributors.

LONDON, W.1.—Jack Barclay, Ltd., 12-13, George St. Hanover Square. Mayfair 7444. Rolls-Royce official retailers.

LONDON W.1.—H. A. Fox & Co., Ltd., 5-5, Burlington Gdns. Tel. Regent 7687. Rolls-Royce official retailers.

LONDON W.1.—Jack Olding & Co., Ltd., Audley House, 29, North Audley St. Mayfair 5242. Rolls-Royce retailers.

LONDON N.W.1.—The Car Mart, Ltd., 297, Euston Rd. Tel. Euston 1212. Rolls-Royce official retailers.

LONDON, S.W.7.—Harold Radford & Co. Ltd., Melton Court, South Kensington. Ken. 6642. Rolls-Royce specialists.

NORTHAMPTON.—Grose, Ltd., Marefair. Tel. 4540 (3 lines). Rolls-Royce special retailers.

NOTTINGHAM.—Bennetts (Nottingham), Ltd., 24-30, Shakespeare St. Tel. 44074 (4 lines). Rolls-Royce dealer.

PIRBRIGHT (Surrey).—Clarkes of Pirbright, Automobile Engineers. Tel. Brookwood 2201-2. Rolls-Royce Distributors.

STIRLING.—Rossleigh, Ltd., Allan Park. Tel. 1616. Rolls-Royce special retailer.

WEST OF S.W. SCOTLAND.—The Clyde Automobile Co. Ltd., 100, Renfrew St., Glasgow. Douglas 0556. Rolls-Royce distributors.

WIGAN.—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Rolls-Royce agents.

ROVER

ABERDEEN.—Rossleigh, Ltd., 563, Union St. Tel. Aberdeen 26585. Rover distributors.

BEXHILL-ON-SEA (Sussex).—F. Dodson, Ltd., Sackville Garage, Middlesex Rd. Bexhill 2382-3. Rover distributors.

BIDEFORD (N. Devon).—Elliott & Sons (Motors), Ltd. Tel. 744. Rover distributors.

BOLTON.—Parkers (Manchester and Bolton) Ltd., Bradshawgate. Tel. 4060. Retail dealers.

BRADFORD.—Albert Parnell, Ltd., 75, Manningham Lane. Tel. 26827-8. Rover distributors.

BRECONSHIRE & RADNORSHIRE.—Brecon Motors, Ltd. 41, Watton, Brecon. Tel. 23. Rover distributors.

BROMLEY (Kent).—H. J. Motors, Ltd., 137-149, Widmore Rd. Tel. Rav. 3456-7-8-9. Rover main dealer.

CARDIFF.—Morsmith Motors, Ltd., 41-47, Frederick St. Tel. 6266-7. Rover distributors.

DERBY.—Rossleigh, Ltd., 76, Nethergate. Tel. 2064-5-6. Rover distributors.

EDINBURGH.—Rossleigh, Ltd., 52, Shandwick Place, Edinburgh 26845. Rover Distributors, Scotland.

GRANTHAM (Lincs).—The North Road Garages (Great Ponton) Ltd., Great Ponton. Tel. 251-2. Rover distributors.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. 5488-9. Rover distributor.

KIRKCALDY.—Rossleigh, Ltd., Park Place. Tel. Kirkcaldy 3703-4. Rover Distributors.

LEEDS 7.—Arnold G. Wilson, Ltd., 252, Harrogate Rd. Tel. 41014-5 & 43618. Rover distributors.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St. Tel. Grosvenor 4772. Rover agents.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-2, Hays Mews, Berkeley Square. Grosvenor 2563/4956. Rover official retailers.

LONDON, W.C.1.—Gladwell & Kell (1932), Ltd., Ampton Street Works Grays Inn Rd. Terminus 4461. Rover agents.

LONDON, E.7.—R. P. Powell Motors, Ltd., 521, Romford Rd., Forest Gate, Maryland 4619-9. Rover main dealers.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken 6642. Rover main agents.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

ROVER—*Continued*

LONGTON, Stoke-on-Trent.—Longton Garages, Ltd., Stafford St. Tel. Longton 8253. Rover distributors.

MANCHESTER.—Henlys, Ltd., 1-5, Peter St. Tel. Blackfriars 7845. Rover distributors for Lancs & Cheshire.

NEWBURY (Berks).—Wheeler (Newbury), Ltd. The Broadway. Tel. 1021. Rover dealers.

NEWCASTLE-ON-TYNE.—Rossleigh, Ltd., Olympia Garage, Northumberland Rd. Newcastle-on-Tyne 26211. Rover distributors.

NEWCASTLE (Staffs).—Henry Farr & Son, Ltd., Brunswick St. Tel. Newcastle 67321. Rover agents.

NORTHAMPTON.—Grose, Ltd., Marefair. Tel. 4540 (5 lines). Rover distributors.

PENZANCE.—Taylor's (Garage), Ltd., Coinage Hall St. Tel. Penzance 2353. Rover distributors.

PLYMOUTH.—Humm & Company, Alexandra Rd. Tel. Plymouth 3780 & 5055. Rover distributors.

READING.—T. Baker & Sons, 25 & 26, Friar St. Tel. Reading 3976. Rover distributors.

RUGBY.—Sam Robbins, Ltd., Bilton Rd. Tel. Rugby 2065-4. Rover distributors.

SHREWSBURY.—Vincent Greenhous (Shrewsbury), Ltd., Greyfriars Motor Works. Tel. Shrewsbury 5051 (5 lines). Rover distributors.

SPALDING (Lincs).—H. Leverton & Co., Ltd., Broad St. Tel. 3221-8. Rover distributors.

STIRLING.—Rossleigh, Ltd., Allan Park. Tel. 1616. Rover distributor.

STOURBRIDGE (Worcs).—Richard Taylor (Garages), Ltd., Victoria St.,Tel. 5171. Rover main agents.

SWANSEA.—Morsmith Motors, Ltd., Clarence Terrace. Tel. 2101-2. Rover distributors.

WORCESTER.—W. Holloway & Sons, 26-30, Sidbury. Tel. Worcester 4050 & 5579. Rover distributors.

YORK.—City Garage Co., Blake St. Tel. 3180-3170. Rover distributors.

SALMSON

SEND (Surrey).—Connaught Engineering, Portsmouth Rd. Tel. Ripley 3122-3-4. Sole concessionaires for Salmson.

SINGER

BIRMINGHAM, 13.—Henry Garner, Ltd., Moseley Motor Works. Tel. South 3426-7-8. Singer distributors.

BLACKBURN (Lancs).—Coulthurst & Grimshaw, Ltd., 759, Whalley New Rd. Tel. Blackburn 48091-2. Singer agents.

BLAKENEY (Norfolk).—Pye's Garage (Blakeney), Ltd., Morston Rd. Tel. Cley 329. Singer agents.

BOLTON.—Parkers (Manchester and Bolton), Ltd., Bradshawgate. Tel. 4080. Singer distributors parts Lancs. and Ches.

DARWEN.—Bottomgate Motors, Ltd., Bolton Rd. Tel. Darwen 774. Singer main dealers.

DONCASTER.—Clayborn's, "The Car People," Hallgate. Tel. 5414. Singer distributors.

DUNDEE.—William Devlin, 188, Perth Rd. Tel. 5666. Singer distributors.

GLOUCESTER.—C. Healey & Son, Ltd., 196, Westgate St. Gloucester 22501-24922. Singer distributors.

HANLEY (Stoke-on-Trent).—Bailey Castle Garage, Ltd., 51, Leek Rd. Tel. Stoke-on-Trent 29671-2. Singer distributors.

LEEDS, 2.—Leeds Autocars, Ltd., Templar St. & New York Rd. Tel. 31551-3. Singer distributors.

MANCHESTER.—Parkers (Manchester and Bolton), Ltd., 176, Deansgate. Tel. 4507. Singer distributors parts Lancs. and Ches.

OXFORD.—E. H. Organ & Sons, Ltd., 242-254, Banbury Rd. Tel. 59613 and 59614. Singer distributors.

PRESTON.—Thomas Parish & Sons, Ltd., 52-62, Corporation St. Tel. Preston 4113. Singer distributors.

REDCAR.—Gerald Fleming, Ltd., Trunk Road Garage. Tel. 1401-4. Singer distributors and service specialists.

SHEFFIELD, 1.—G. Batty & Sons, Ltd., Ellin St. Tel. 25202-3 Singer distributors.

SURREY.—Carr Bros. Garages, Ltd., High St., Purley. Tel. Uplands 4411-2-3. Small dealers.

STANDARD

ABERDEEN.—Rossleigh, Ltd., 383, Union St. Tel. Aberdeen 26285. Standard distributors.

ALRESFORD (Hants).—Hankin's, Ltd., Automobile Engineers. Tel. Alresford 28. Standard agents.

AMERSHAM (Bucks).—Station Garages (Amersham & Chalfont), Ltd., Hill Ave. Tel. Amersham 870. Standard distributors.

ALVESBURY (Bucks).—Chamberlin & Sons, 13 & 15, Buckingham St. Tel. 246. Standard distributors.

BECKENHAM.—A. Mottram, Ltd., 81-83, High St. Tel. 1181-2. Standard main dealers.

BISHOP'S STORTFORD.—H. R. Moore, Ltd., "Standard House," Northgate End. Tel. 1140. Standard distributors.

BLAKENEY (Norfolk).—Pye's Garage (Blakeney), Ltd., Morston Rd. Tel. Cley 329. Standard agents.

BOLTON.—Parkers, (Manchester and Bolton), Ltd., Bradshawgate. Tel. 4080. Standard retail dealers.

BROMLEY (Kent.)—K. J. Motors, Ltd., 137-149, Widmore Rd. Tel. Rav. 3456-7-8-9. Standard distributors.

BRADFORD.—Albert Parnell, Ltd., 75, Manningham Lane. Tel. 28827-8. Standard distributors.

CASTLE BROMWICH (Nr. Birmingham).—Castle Bromwich Garage, 278, Chester Rd. Tel. 2080. Standard retail dealers.

CHESHAM (Bucks).—C. Catling, 20, High St. Tel. 156. Standard agents.

CHESTER.—James Edwards (Chester), Ltd., The Northgate. Tel. 25123 (3 lines). Standard distributors.

COCKFOSTERS (Herts).—Broadfields Garage & Eng. Co. Ltd. Standard House. Tel. Barnet 7301-2-3. Standard agents.

COLWYN BAY.—Hollingdrake Automobile Co., Ltd., Prince's Drive. Tel. Colwyn Bay 3322. Standard distributors.

CREWE.—Cookes Garages, 10-20 & 24-30, Nantwich Rd. Tel. 2011. Standard distributors.

CROYDON.—Carrs Sales, Ltd., Standard House, South End. Tel. Cro. 6088. Standard distributors.

DORKING.—F. W. Mays & Co., Ltd., South St. Tel. 4054-5. Standard distributors.

DUNDEE.—Rossleigh, Ltd., 78, Nethergate. Tel. 2064-5-6 Standard distributors.

EDGWARE (Middx).—Deanbrook Garage, Hale Lane. Tel. Mill Hill 2244. Standard agents.

EDINBURGH.—Rossleigh, Ltd., 32, Shandwick Place. Tel. Edinburgh 24045-6. Standard distributors.

EDINBURGH, 2.—Eastern Motor Co., Ltd., 52, George St. Tel. Central 6294. Standard agents.

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd. Tel. Howard 1651. Standard agents.

STANDARD—*Continued*

EXETER.—Lock Bros. Motor Engineers, Ladysmith Rd. Tel. 3990. Standard retail dealers.

GAMLINGAY (Cambridgeshire).—Alec, Norman, 70, Church St. Tel. 226. Standard agents.

GLOUCESTER.—The Westgate Motor House Co. (Gloucester), Ltd. Tel. 20294-5. Standard distributors.

GRAVESEND.—Spooner Motors, Ltd., The Grove. Tel. Gravesend 5236-7. Standard agents.

HALESOWEN.—Newbury Motors, Ltd., Manor Lane. Tel. 1641-2. Standard agents.

HAWICK (Scotland).—Hawick Motor Co., Croft Rd. Tel. 2135. Standard main agents.

HEREFORD.—County Motors (Hereford), Ltd., 56-59, Eign St. Tel. 2191. Standard distributors.

HIGH WYCOMBE.—Tillions Garage, Priory Rd. Tel. High Wycombe 323. Standard main dealers.

HILLINGDON (Middlesex).—Hillingdon Motors, Ltd., 325-327, Long Lane. Tel. Uxbridge 412. Standard agents.

HUDDERSFIELD.—A. O. Boyes & Co., Ltd., Chapel Hill. Tel. 6675. Standard distributors.

HUDDERSFIELD.—Earnshaw, Manchester Rd. Tel. 1252. Standard agents.

KINGSTON VALE.—X.L. Service Station, Ltd., Kingston Vale, S.W.15. Tel. Kingston 6333. Standard agents.

KIRKCALDY.—Rossleigh, Ltd., Park Place. Tel. Kirkcaldy 3703-4. Standard distributors.

LEEDS, 2.—John Kaye (Leeds), Ltd., 18-22, New York Rd. Tel. Leeds 29439. Standard distributors.

LEEDS, 7.—Brown & White (Leeds), Ltd., Roundhay Rd. Tel. 45405. Standard agents.

LEICESTER.—H. A. Brewett & Co., Ltd., 64-66, Granby St. Tel. 60241-2. Standard distributors.

LEICESTER.—Mayes Motors (Leicester), Ltd., 21-23, Welford Rd. Tel. 5677. Standard agents.

LIVERPOOL, 1.—C. A. Britten & Co. (Liverpool), Ltd., 37-43, Renshaw St. Tel. Royal 4877. Standard distributors.

LIVERPOOL, 7.—Meadows Automobiles, Ltd., 159-161, Prescot Rd. Tel. Stonecycott 6441 (3 lines). Standard agents.

LONDON, W.1.—Phillip Rickards, Ltd., 4, Brick St. Tel. Grosvenor 4772. Standard agents.

LONDON, W.1.—Berkeley Square House Garage, Ltd., Berkeley Square. Tel. Grosvenor 4343. Standard agents.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-2, Hays Mews, Berkeley Square. Grosvenor 2563/4936. Standard official retailers.

LONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick. Chiswick 0911. Standard agents.

LONDON, W.C.1.—Gladwell & Kell (1932), Ltd., Ampton Street Works, Gray's Inn Rd. Terminus 4461. Standard agents.

LONDON, N.W.2.—Starnes Motors, 103, Cricklewood Broadway. Tel. Gladstone 2400. Standard agents.

LONDON, N.W.3.—Rowland Smith Motors, Ltd., Hampstead High St. Tel. Hampstead 6041. Standard retail dealers.

LONDON, N.W.3.—Blue Star Garages, Ltd., Car Sales Dept., 617, Finchley Rd., Hampstead. Ham. 2255. Standard agents.

LONDON, N.W.4.—Sanders & Co., Ltd., Parson St., Hendon. Hendon 1286. Standard dealers. Spares, personal service.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden. Eig. 6256-7-8. Standard agents.

LONDON, N.5.—Kelross Garage Motor Engineers and Agents, Highbury Grange. Tel. North 5190. Standard agents.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham. Stamford Hill 6000. Standard agents.

LONDON, S.E.1.—Alford & Alder, Ltd., 66, Newington Causeway. Tel. Hop 2562. Standard retail dealers.

LONDON, S.E.9.—Wellhall Road Garage, Wellhall Rd. Tel. Eltham 3834 & 1448. Standard retail distributors.

LONDON, S.E.23.—Seager & Co., 175, Perry Vale. Forest Hill 1858. Standard retail dealers—service. Standard Main Dealers.

LONDON, S.E.25.—Titjen & Hiller, Ltd., 110, Wood Vale, Honor Oak, Forest Hill 2432. Standard agents.

LONDON, S.W.4.—South Side Motors, Ltd., 53, Clapham Common South Side. Macaulay 5495.

LONDON, S.W.7.—Le Grice Elers Ltd., 107-109, Old Brompton Rd., South Kensington. Ken. 2477-8. Standard agents.

LONDON, S.W.9.—Wilson's Automobiles & Coach Works, Ltd., Trinity Gardens, Brixton. Brixton 3011. Standard agents.

MANCHESTER, 1.—County Garage, Sackville St. Tel. Central 8011-2 and Ard. 2962. Standard agents.

MANCHESTER, 19.—Kingsway Garage (Manchester) Ltd., Kingsway. Tel. Heaton Moor 1562 & 1548. Standard agents.

MANSFIELD.—Portland Motor Co., Ltd., 47-49, West Gate. Tel. 1270 (4 lines). Standard distributors.

MARGATE.—Northdown Motor Co., Northdown Rd. Tel. Thanet 5206. Standard distributors.

NEW BARNET (Herts).—Clockhouse Garage, Ltd., Brookhill Rd. Tel. Barnet 3808. Standard agents.

NEWBURY (Berks).—Wheeler (Newbury), Ltd., The Broadway. Tel. 1021. Standard dealers.

NEWCASTLE-ON-TYNE.—Rossleigh, Ltd., Olympia Garage, Northumberland Rd. Newcastle-on-Tyne 26211. Standard distributors.

NEWCASTLE-ON-TYNE, 2.—Holloway (Jesmond) Ltd., Fern Avenue Garage. Tel. Jesmond 773-4. Standard agents.

NEWPORT (Mon).—Moxhams (Newport), Ltd., 14-16, Rodney Rd. Tel. 4187-8. Standard distributors.

NORTHAMPTON.—Douglas Garage, Ltd., 46-50, Sheep St. Tel. 3591-2. Standard distributors.

NOTTINGHAM.—Bennetts (Nottingham), Ltd., 24-30, Shakespeare St. Tel. 54074 (4 lines). Standard dealer.

READING.—Julians of Reading, Ltd., 27, Kings Rd. Tel. 2494-5. Standard distributors.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd. Tel. Romsey 3185-6-7. Standard agents.

SHEFFIELD, 1 (Yorks).—Ernest W. Hatfield Ltd., 147-151, Norfolk St. Tel. 21176. Standard distributors.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Sme. 1158-9. Standard agents.

SOUTHEND-ON-SEA.—Eastern Automobiles (Southend), Ltd., 1165-7, London Rd., Leigh. Leigh-on-Sea 75824. Tel. Standard distributors.

STEETON (Nr. Keighley).—Dawson & Shaw Aireburn Garage. Tel. Steeton 3351. Standard dealers.

ST. AUSTELL (Cornwall).—J. & John & Son. Ranelagh Garage. Tel. 109. Standard agents.

STANDARD—*Continued*

ST. LEONARDS-ON-SEA.—Freeland & Fuller, Ltd., The Green Garage, The Green, Hastings 397. Standard agents.

STIRLING.—Rossleigh, Ltd., Allan Park. Tel. 1616. Standard distributor.

STIRLING.—William Kinross & Sons, 37, Port St. Tel. 309. Standard agents.

STOCKPORT.—Hollingdrake Automobile Co., Ltd., Town Hall Square. Tel. Stockport 4464. Standard distributors.

SUNDERLAND.—Dunns Garages (Sunderland), Ltd., Wheatsheaf Corner, Tel. 4994. Standard distributors.

SURREY.—Carr Bros. Garages, Ltd., High St., Purley. Uplands 4411-2-3. Standard agents.

THETFORD.—W. & G. Lambert, Ltd. Tel. 2217. Standard main dealers.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garage), Ltd., 12, London Rd. Tunbridge Wells 1425. Standard distributors.

TUNBRIDGE WELLS.—Ward's Service Garage, Ltd., 319-323, St. John's Rd. Southborough 900. Standard agents.

WEMBLEY.—James Green Motors, 28-30, Watford Rd., Sudbury. Tel. Arnold 4567. Standard retail agents.

WIGAN.—H. H. Timberlake, Ltd., Library St. Tel. Wigan 5451. Standard agents.

WOLVERHAMPTON.—Cyril Williams Motors, Ltd., 107, Cleveland St. Tel. Wolverhampton 24171-2. Standard main dealers.

SUNBEAM-TALBOT

BEXLEYHEATH (Kent).—Broadway Motors (J. D. Vergette, Ltd.), 16-18, Broadway. Bexleyheath 5991 (2 lines). Sunbeam-Talbot Main Agents.

BRADFORD.—Thornton Engineering Co., Ltd., 150, Manningham Lane. Tel. Bradford 27161. Sunbeam-Talbot Distributors.

CHELTENHAM (Glos.).—Ebdons Automobiles, Ltd., 16-26, Bath Rd. Tel. 5895-6. Sunbeam-Talbot Distributors.

CROYDON.—Smith Auto Co., Ltd., 145, London Rd., Croydon 4600, 4652. Sunbeam-Talbot Main Agents.

DUDLEY.—Angus Garage Co., Ltd., Crichton St. Tel. 4131. Sunbeam-Talbot Distributors.

EPSOM, Surrey.—H. F. Edwards & Co., Ltd., 28-30, Upper High St., Epsom 9400. Sunbeam-Talbot Agents.

ERITH (Kent).—North End Machinery & Motor Services, Ltd., North End Rd., Erith 3000. Sunbeam-Talbot Agents.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. 5408/9. Sunbeam-Talbot Special Dealer.

HANWORTH (Middx.).—Automobile & Aircraft Services, Ltd., 609, Kenton Rd., Wordsworth 7805/6. Sunbeam-Talbot Agents.

HATFIELD (Herts).—W. Waters & Sons, Ltd., Barnet By-Pass, Hatfield 2711. Sunbeam-Talbot Distributors.

HAVERFORDWEST.—James Parry, County Motors. Tel. Haverfordwest 122. Sunbeam-Talbot Retail Dealer.

HERTFORD.—W. Waters & Sons, Ltd., North Rd., Hertford 3044. Sunbeam-Talbot Distributors.

HEREFORDSHIRE.—Reg. Brown, M.I.M.E., M.I.M.T., Aubrey St., Hereford. Tel. 2779. Sunbeam-Talbot Distributor.

HULL.—Triangle Motor Co., Ltd., Anlaby Rd. Tel. Hull 15660 (6 lines). Sunbeam-Talbot Distributors.

LONDON, N.1.—Cattermole Garages, Ltd., 79-99, Pentonville Rd. Terminus 1001/7. Sunbeam-Talbot Dealers.

LONDON, N.17.—Robert Chidley, Ltd., 658, High Rd., Tottenham. Tottenham 8811/2/3. Sunbeam-Talbot Main Dealers.

LONDON, E.4.—Reliance Motors (Chingford), Ltd., 511 Lane, Silverthorn 4495. Sunbeam-Talbot Main Dealers. Spares Service.

LONDON, S.E.26.—Maythorpe Motor Co., Mayow Rd., Sydenham. Tel. Syd. 5123/4. Sunbeam-Talbot Dealers.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken. 6642. Sunbeam-Talbot Main Agents.

PERTH.—The Angus Garage Co., Ltd., 5-7, Victoria Place. Tel. Perth 2344. Sunbeam-Talbot Distributors.

PLYMOUTH.—M. Thomas (Motors), Ltd., 58-64, Embankment Rd., Plymouth 3003 (5 lines). Sunbeam-Talbot Distributors.

RYE.—D. Brookes, Morville Garage, East Parade. Tel. Rhyl 1011, 289. Sunbeam-Talbot Agents.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd. Tel. Romsey 3185/6/7. Sunbeam-Talbot Agents.

SHIPSTON-ON-STOUR.—T. W. Davies & Son, Ltd., Church St. Tel. 5. Sunbeam-Talbot Dealers.

STIRLING.—Scottish Automobile Co., Ltd., Royal Garage, Wallace St., Tel. Stirling 1585. Sunbeam-Talbot Distributors.

SUTTON (Surrey).—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St. Vigilant 1121/4. Sunbeam-Talbot Main Dealer.

TRURO.—Trafalgar Garage, Ltd., Trafalgar Square. Tel. Truro 2445. Sunbeam-Talbot Distributors.

TUNBRIDGE Wells (Kent).—J. Rawson & Sons, Ltd., Commercial Rd., Tunbridge Wells 5494. Sunbeam-Talbot Distributors.

WEST BROMWICH.—J. Sharratt & Sons, Tower Garage, Carters Green, West Bromwich 0552. Sunbeam-Talbot Main Agents.

WINDSOR.—Martins of Windsor, St. Leonards Rd. Tel. 349. Sunbeam-Talbot Distributors.

TRIUMPH

ABERDEEN.—Rossleigh, Ltd., 383, Union St. Tel. Aberdeen 26285. Triumph Distributors.

ALRESFORD (Hants).—Hankin's, Ltd., Automobile Engineers. Tel. Alresford 28. Triumph Agents.

AMERSHAM (Bucks).—Station Garages (Amersham & Chalfont), Ltd., Hill Ave. Tel. Amersham 870. Triumph Distributors.

AYLESBURY.—Chamberlin & Sons, 13 & 15, Buckingham St. Tel. 246. Triumph Distributors.

BISHOP'S STORTFORD.—H. R. Moore, Ltd., "Standard House" Northgate End. Tel. 1140. Triumph Distributors.

BLAKENEY (Norfolk).—Pye's Garage (Blakeney), Ltd., Morston Rd. Cley 329. Triumph Agents.

BOLTON.—Parkers (Manchester and Bolton), Ltd., Bradshawgate. Tel. 4080. Triumph Retail Dealers.

BRADFORD.—Albert Parnell, Ltd., 75, Manningham Lane. Tel. 28827/8. Triumph Distributors.

BROMLEY (Kent).—K. J. Motors, Ltd., 137-149, Widmore Rd. Tel. Rav. 3456-7-8-9. Triumph Distributors.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

TRIUMPH—*Continued*

CHESTER.—James Edwards (Chester), Ltd., The Northgate. Tel. 23123 (3 lines). Triumph Distributors.

COCKFOSTERS (Herts).—Broadfields Garage & Eng. Co., Ltd., Standard House. Tel. Barnet 7301-2-3. Triumph Agents.

COLWYN Bay.—Hollingdrake Automobile Co., Ltd., Prince's Drive. Tel. Colwyn Bay 3522. Triumph Distributors.

CREWE.—Cookes Garages, 10/20 & 24/50, Nantwich Rd. Tel. 2011. Triumph Distributors.

CROYDON.—Carrs Auto Sales, Ltd., Standard House, South End. Tel. Cro 6088. Triumph Distributors.

DORKING.—F. W. Mays & Co., Ltd., South St. Tel. 2244/5. Triumph Distributors.

DUNDEE.—Rossleigh, Ltd., 78, Nethergate. Tel. 2064-5-6. Triumph Distributors.

EDGWARE (Middx).—Deansbrook Garage, Hale Lane. Tel. Mill Hill 2244 Triumph Agents.

EDINBURGH.—Rossleigh, Ltd., 32, Shandwick Place. Tel. Edinburgh 24045-6. Triumph Distributors.

ENFIELD.—D. J. Shepherd & Co., Ltd., 434/6, Hertford Rd. Tel. Enfield 1631. Triumph Agents.

EXETER.—Lock Bros., Motor Engineers, Ladysmith Rd. Tel. 3990. Triumph Retail Dealers.

GAMLINGAY (Cambridgeshire).—Alec Norman, 70, Church St. Tel. 226. Triumph Agents.

GLOUCESTER.—The Westgate Motor House Co. (Gloucester), Ltd. Tel. 20394-5. Triumph Distributors.

HAWICK (Scotland).—Hawick Motor Co., Croft Rd. Tel. 2135. Triumph Main Agents.

HEREFORD.—County Motors (Hereford), Ltd., 56-59, Eign St. Tel. 2191. Triumph Distributors.

HIGH Wycombe.—Tullions Garage, Priory Rd. Tel. High Wycombe 1534. Triumph Main Dealers.

HUDDERSFIELD.—A. G. Boyes & Co., Ltd., Chapel Hill. Tel. 6673. Triumph Distributors.

KINGSTON Vale.—New Kingston Station, Ltd., Kingston Vale, S.W.15. Tel. 8533. Triumph Agents.

KIRKCALDY.—Rossleigh, Ltd., Park Place. Tel. Kirkcaldy 2763/4. Triumph Distributors.

LEEDS, 2.—John Kaye (Leeds), Ltd., 18/22, New York Rd. Tel. Leeds 29439. Triumph Distributors.

LEEDS, 7.—Brown & White (Leeds), Ltd., Roundhay Rd. Tel. 43405. Triumph Agents.

LEICESTER.—H. A. Browett & Co., Ltd., 64/66, Granby St. Tel. 60241-2. Triumph Distributors.

LEICESTER.—Mayes Motors (Leicester), Ltd., 21-23, Welford Rd. Tel. 22072. Triumph Agents.

LIVERPOOL 1.—C. A. Britten & Co. (Liverpool), Ltd., 97/483, Tremadyne St. Royal 4677. Triumph Distributors.

LIVERPOOL 7.—Meadows Automobiles, Ltd., 159-161, Prescot Rd. Tel. Stoneycroft 6441 (3 lines). Triumph Agents.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-2, Hays Mews, Berkeley Square. Grosvenor 2563, 4936. Triumph Official Retailers.

LONDON, W.1.—Berkeley Square House Garage, Ltd., 44, Berkeley Square. Tel. Grosvenor 4545. Triumph Agents.

LONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick. Chiswick 0811. Triumph Agents.

LONDON, N.W.2.—Starnes Motors, 103, Cricklewood Broadway. Tel. Gladstone 2480. Triumph Agents.

LONDON, N.W.3.—Rowse Steel Garages, Ltd., 617, Finchley Rd., Hampstead Tel. Ham. 2255. Triumph Agents.

LONDON, N.W.3.—Rowland Smith Motors, Ltd., 2, Hampstead High St. Tel. Hampstead 6041. Triumph Retail Dealers.

LONDON, N.W.10.—Saunders & Co., Ltd., Parsons St., Hendon. Tel. Hendon 1286. Triumph Dealers. Spares—Personal Service.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139/153, High St., Harlesden. Tel. Elg. 6256/7/8. Triumph Agents.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham. Tel. Stamford Hill 8000. Triumph Agents.

LONDON, S.E.23.—Titjen & Hillier, Ltd., 110, Wood Vale, Honor Oak, Forest Hill. Tel. 2432. Triumph Agents.

LONDON, S.W.4.—South Side Motors, Ltd., 53, Clapham Common, South Side. Macaulay 5495. Triumph main dealers.

LONDON, S.W.7.—La Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington. Tel. Ken. 2477-8. Triumph Agents.

MANCHESTER, 1.—County Garage, Sackville St. Tel. Central 3011-2 and Ard. 2963. Triumph Agents.

MANCHESTER, 19.—Kingsway Garage (Manchester), Ltd., Kingsway. Tel. Heaton Moor 1582 and 1346. Triumph Agents.

MANSFIELD.—Portland Motor Co., Ltd., 47/49, West Gate. Tel. 1270 (4 lines). Triumph Distributors.

NEW Barnet (Herts).—Cockfosters Garage, Ltd., Brookhill Rd. Tel. Barnet 3808. Triumph Agents.

NEWCASTLE-ON-TYNE.—Rossleigh, Ltd., Olympia Garage, Northumberland Rd. Tel. Newcastle-on-Tyne 26211. Triumph Distributors.

NEWPORT (Mon.).—Moxhams (Newport), Ltd., 14-16, Rodney Rd. Tel. 4187/8. Triumph Distributors.

NORTHAMPTON.—The Douglas Garage, Ltd., 46-50, Sheep St. Tel. 3302/3. Triumph Distributors.

PADDINO.—Julians of Reading, Ltd., 27, Kings Rd. Tel. 2494/5. Triumph Distributors.

ROMSEY (Hants).—B. A. Wolfe & Sons, Ltd. Tel. Romsey 2185-6/7. Triumph Agents.

SHEFFIELD, 1 (Yorks.).—Ernest W. Hatfield, Ltd., 147-151, Norfolk St. Tel. Sheffield 21176. Triumph Distributors.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Sme. 1158/9. Triumph Agents.

SOUTHEND-ON-SEA.—Eastern Automobiles (Southend), Ltd., 1165/7, London Rd. Leigh-on-Sea 75824. Triumph Distributors.

STRETON (Nr. Keighley).—Dawson & Stow, Aireburn Garage, Tel. Steeton 3351. Triumph Dealers.

STIRLING.—Rossleigh, Ltd., Allan Park. Tel. 1616. Triumph Distributor.

ST. Austell (Cornwall).—J. A. Johns & Son, Ranelagh Garage. Tel. 109. Triumph Agents.

ST. Leonards-on-Sea.—Freeland & Fuller, Ltd., The Green Garage, The Green, Hastings 597. Triumph Agents.

STOCKPORT.—Hollingdrake Automobile Co., Ltd., 9, Town Hall Square. Tel. Stockport 4464. Triumph Distributors.

TRIUMPH—*Continued*

SUNDERLAND.—Dunns Garages (Sunderland), Ltd., Wheatsheaf Corner. Tel. 4894. Triumph Distributors.

SURREY.—Carr Bros. Garages, Ltd., High St., Purley. Tel. Uplands 4811/2/3. Triumph Agents.

TUNBRIDGE Wells.—Ward's Service Garage, Ltd., 319/323, St. John's Rd. Tel. Southborough 900. Triumph Agents.

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ABERDEEN.—The S.M.T. Sales & Service Co., Ltd., Bon-Accord St. Aberdeen 29246. Vauxhall distributors.

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BOURNEMOUTH.—Lee Motor Works (Bournemouth), Ltd., 674-680, Wimborne Rd. Tel. Winton 3. Vauxhall distributors.

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BRIDGWATER (Somerset).—Real, Medland & Willa, Ltd. Tel. Bridgwater 2659. Vauxhall dealers.

BROMLEY (Kent).—Davis & Hill, 101, Bromley Common. Tel. Rav. 2654/5. Vauxhall dealers.

BROMLEY (Kent).—K. J. Motors, Ltd., 137/149, Widmore Rd. Tel. Rav. 3456-7-8-9. Vauxhall main dealer.

CARLISLE.—The S.M.T. Sales & Service Co., Ltd., Viaduct Garage, Carlisle 1320. Vauxhall distributors.

CHESTER.—The Chester Engineering Co., Ltd., City Rd. Tel. Chester 23477. Vauxhall distributors.

CHIPPING SODBURY, Nr. Bristol.—Harry Dando, West End Garage. Tel. 2277. Vauxhall main area dealers.

COLCHESTER.—Spurling Motors, Ltd., North Hill. Tel. 4281, and North Station Rd., 3924. Vauxhall main dealers.

COVENTRY.—C. & E. Motors, Ltd., 200, Fletchamstead Highway. Tel. 5911 (5 lines). Vauxhall agents.

DORCHESTER.—Lee Motor Works (Dorchester), Ltd., Trinity St. Tel. 1194. Vauxhall distributors.

DUMFRIES.—The S.M.T. Sales & Service Co., Ltd., York Place. Tel. Dumfries 1601. Vauxhall distributors.

DUNDEE.—The S.M.T. Sales & Service Co., Ltd., Lochee Rd. Tel. Dundee 6082. Vauxhall distributors.

EDINBURGH.—The S.M.T. Sales & Service Co., Ltd., Lothian Rd. Tel. Fou. 2468. Vauxhall distributors.

GLASGOW.—The S.M.T. Sales & Service Co., Ltd., New City Rd. Tel. Douglas 2940. Vauxhall distributors.

GLASGOW.—The S.M.T. Sales & Service Co., Ltd., 59, West Campbell St. Tel. Cen. 0251. Vauxhall distributors.

GLASGOW, C.3.—St. George's Motors (Glasgow), Ltd., 126, New City Rd. Tel. Dou. 2744/5. Vauxhall agents.

GLOUCESTER.—Whitmore (Gloucester), Ltd., London Rd. Tel. Gloucester 2251. Vauxhall distributors.

HALIFAX.—Dews Garages, Ltd., Northgate. Tel. Halifax 60681-2-3. Vauxhall distributors.

HILLINGDON (Middlesex).—Hillingdon Motors, Ltd., 325-327, Long Lane. Tel. Uxbridge 412. Vauxhall agents.

INVERNESS.—The S.M.T. Sales & Service Co., Ltd., 112, Academy St. Tel. Inverness 1463. Vauxhall distributors.

KEIGHLEY (Yorks).—Vincent Farrand, Ltd., Stockbridge Garage. Tel. Keighley 2793-2794. Vauxhall dealer.

KETTERING.—Grose (Kettering), Ltd., The Headlands. Tel. 2861 and 2. Vauxhall area dealers.

KIRKCALDY.—The S.M.T. Sales & Service Co., Ltd., Victoria Rd. Tel. Kirkcaldy 3771. Vauxhall distributors.

LEAMINGTON SPA.—T. Main & Co., Ltd., 36, The Parade. Tel. 658. Vauxhall agents.

LIVERPOOL 7.—Meadows Automobiles, Ltd., 159-161, Prescot Rd. Tel. Stoneycroft 6441 (3 lines). Vauxhall agents.

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LONDON, W.4.—Spurling Motors, Ltd., Bedford House, Chiswick High Rd. Chiswick 6741. Vauxhall area dealers.

LONDON, W.9.—Hamilton Motors (London), Ltd., 466/490, Edgware Rd. Tel. Paddington 0022 (2 lines). Main Vauxhall dealers.

LONDON, W.10.—Vigo Motors, Ltd., Walmer Rd., Notting Hill. Tel. Ladbroke 3051. Vauxhall Area Dealers.

LONDON, W.11.—Hamilton Motors (London), Ltd., 466/490, Edgware Rd., Paddington 0022 (2 lines). Main Vauxhall Dealers.

LONDON, N.W.2.—Blue Star Garages, Ltd., Car Sales Dept., 617, Finchley Rd., Hampstead. Ham. 2255. Vauxhall Agents.

LONDON, N.W.6.—Hamilton Motors (London), Ltd., 466/490, Edgware Rd., Paddington 0022 (2 lines). Main Vauxhall Dealers.

LONDON, N.W.8.—Hamilton Motors (London), Ltd., 466/490, Edgware Rd., Paddington 0022 (2 lines). Main Vauxhall Dealers.

LONDON, N.W.8.—Carmo (1929), Ltd., St. John's Wood Roundabout. Tel. Primrose 0141. Vauxhall Main Dealers.

LONDON, N.W.9.—Spurling Motors, Ltd., Edgware Rd. Hendon. Tel. Colindale 7171. Vauxhall Main Dealers.

LONDON, N.1.—Spurling Motors, Ltd., 2/16, Rushton St. New North Rd., Clerkenwell 5907. Vauxhall Main Dealers.

LONDON, N.11.—Express Motors (Holmes), Ltd., Pinkham Way. Tel. 4821. Vauxhall Distributors. N.22, N.11, N.15, N.16 and East Barnet.

LONDON, S.E.23.—Titjen & Hillier, Ltd., 110, Wood Vale, Honor Oak Forest Hill. Tel. 2432. Vauxhall Agents.

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LONDON, S.W.15.—Dixon's Garages, 134, West Hill. Tel. Put. 0396-8575. Vauxhall Dealer.

LONDON, S.W.15.—Robbins of Putney, 96/98, Upper Richmond Rd., Putney. Putney 4581-2-3. Vauxhall Agents.

LONDON, S.W.17.—G.N., Ltd., 278 & 300, Balham High Rd. Balham 1033 (7 lines). Vauxhall Distributors

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MANCHESTER, 3.—Blakes Motors, Ltd., Blackfriars Rd. Tel. Blackfriars 9186 (5 lines). Vauxhall Distributors.

MUSSELBURGH.—The S.M.T. Sales & Service Co., Ltd., 194, High St. Tel. Musselburgh 592. Vauxhall Distributors.

NEWBURY (Berks).—Wheelers (Newbury), Ltd., The Broadway. Tel. 1021. Vauxhall Main Dealers.

NEWCASTLE-ON-TYNE.—Adams & Gibbon, Ltd., Motor Engineers, St. Thomas St. Tel. Newcastle 26281. Vauxhall Main Dealers.

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RUGBY.—Sam Robbins, Ltd., Bilton Rd. Tel. Rugby 2065-4. Vauxhall Distributors.

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ST. ALBANS.—Marlboro' Motors (St. Albans), Ltd., London Rd. Tel. 1590-1. Vauxhall Agents.

SUFFOLK.—Egertons (Ipswich), Ltd., Crown St., Ipswich. Ipswich 55085 (6 lines). Vauxhall Main Dealers in Suffolk.

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WALTHAM Cross (Herts).—Arlington Motor Co., Ltd., High Rd. Tel. Waltham Cross 2760-4201. Vauxhall Dealers.

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COLLINS GREEN (Lancs.).—Hawthorns Motor Co., Penny Lane. Tel. Newton Le Willows 2356. Wolseley agents.

DOVER.—Lewis Bros. (Dover), Ltd., 5-19, Cherry Tree Avenue and 1, Poixestone Rd. Tel. 129/41. Wolseley agents.

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BUSINESS AND PROPERTY

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BUSINESS AND PROPERTY

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GODDARD & SMITH are requiring on behalf of numerous buyers, garage and filling stations in London area, or provinces, as going concerns.—Particulars to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (20 lines). [0291

BUSINESS AND PROPERTY, SITUATIONS, BOOKS

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SITUATIONS VACANT

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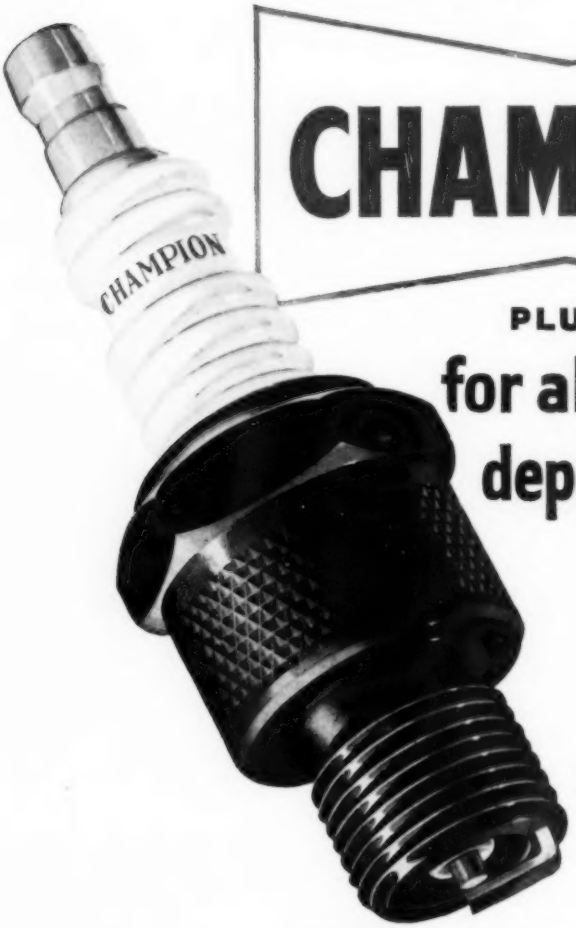


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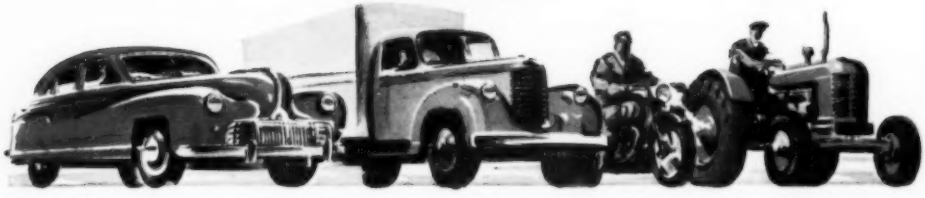


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